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SAIL		3U Yankee 1972	31 950	32 Gulf, 1974	59.000 37 Hunter 1981		contraterson 1style	117 500
27 SC 1974	20 000	30 Islander MKII 1971	28.000	32 Vanguard, 1966	35,000 37 Islander 1972		W Sort	95,000
27 Calabha 1980	25,000	30 Bristot 1973	34 900	33 Ranger 1975	46 750 37 Raliki 1977		1 Olympia US 1974	145,000
227 CAL 1976	28 950	30 Dbl End 1948	39.500	33 Ranger 1978	59,000 38 C&C Landfall 1980		OF NOR	125,000
28 Islander 1976	44 50Q	40 Pearson 1978	34.950	33 Morgan 1973	44,000 38 Downeast 1976		50 Kellenburg 1965	130 000
28 Columbia 1970	10.750	30 Custom 3r4 Ton 1976	41 600	34 Peterson 3/4 1976	49 500 39 CAL 1982		50 Guitstai 1977	169 500
28 Columbia 1970	19 900	3 30 CAL 1974	37 500	34 Peterson, 1978	55,000 39 CAL 1980	97 500	58 Custom Keich 1975	275 000
28 Islander 1981	41 950	31 Contest, 1973	50 000	34 CAL 1968	38 500 39 CAL 1971	76 500	30 Obston Reich 1975	215 000
28 Herreshoff (w) 1966	22,500	31 Cot 9 6 1976	38 950	34 Coronado 1969	35,900 40 Concept 1982	95 500	POWER	×
29 H-28 1965	30 000	31 Pearson 1978	48,000	35 Magellan, 1965	49 500 40 C&C Custom 1979	112 500		
29 Comp 1000 1975	38 500	31 CAL 1979	56 000	35 Bandholm	88.750 40 C&C, 1979	129 000		\$10,500
29 CaC 1978	3 3 0001	31 Monson 1974	44.950	35 Santana 1979	/9.500 40 Swift 40 1979	112 500		1,0 000
29 Heri 1964	25 000	32 Ericson 1970	39 500	36 S2 (all cab) 1979	/3 500 40 Mariner 1968	100.000	34 CT Trawler 1972	42 000
29 CAL 1974	30.950	32 Ericson 1972	34 000	36 C&C. 1979	88,900 40 Fuji 1978	139 000	37 Voyager (Transpac) 1979	79 500
29 Col 8 / 19/8	12 000	32 Marieholm 1974	44,500	36 C&C. 1980	81 500 41 Kings Legend 1981	96 000		69 950
29 Col 1966	18,750	s2 Challenger 1976	47 500	36 Yamaha, 1978	88 500 41 Morgan 1978	105 000	57 Chris Connis 1957	84 500 €
30 Elicson + 30 1980	.19 000	32 Tai a 1978	7,676	so habitatila lulu.	TJ.50U 41 Morgalitov, 1579	720,000		167 000
30 S 2 1978	42 500	32 Pearson Vanguard, 1966	35 000	36 Islander, 1981	82,500 42' Spencer 1966	79 000		395,000 385,000



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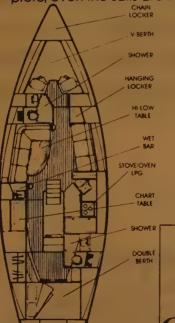
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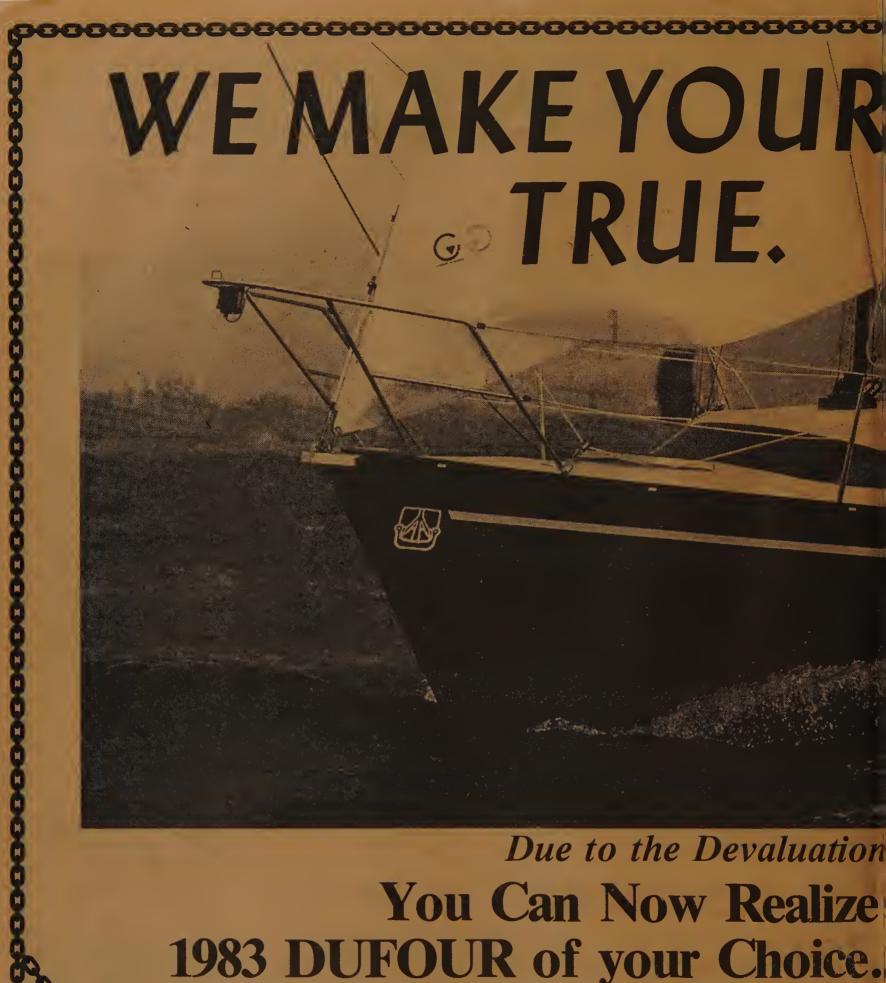
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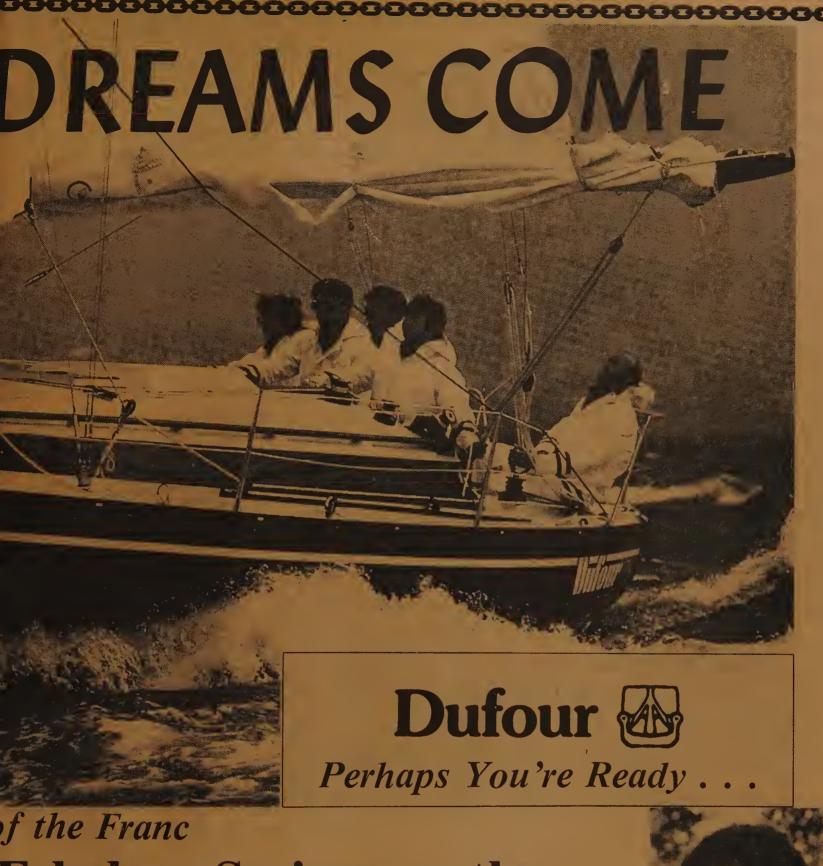
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The Valiant 40, Tempus,
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24'7''	V1 "Samourai"	1970	\$10,000
25' 25'	Gaff SloopYamaha	1962 1979	\$35,000 \$23,500
25'	Ericson	1980	\$16,000
25'	Lancer	1979	\$14,000
25'6''	Gaff Schooner	1965	\$22,500
26'	Pearson	1977 1976	\$18,500 \$18,000
26'	Balboa	1973	\$11,750
27'	Albin Vega	1971	\$19,500
27' 28'	Balboa	1978	\$19,500
28'	Lancer Ericson	1979 1981	\$16,600 \$49,950
29'	Columbia j8.7	1976	\$33,000
29'	Ranger	1971	\$27,000
30' 30'	Coronado	1973 1952	\$24,500
30'	Pilothouse Sloop	1932	\$29,950 \$41,950
30'	J/30	1980	\$48,000
30'	Olson	1980	\$39,900
30' 30'	Wilderness Custom Kiwi ½ ton	1980	\$37,500
30'6''	Custom ¾ ton	1978 1976	\$37,500 \$41,000
31'	Pearson	1979	\$46,500
31'	Independence	1978	\$45,000
33' 35'	Yamaha	1978	\$59,500
36'	Alberg	1965 1981	\$34,000 \$66,000
36'	S2 11 Meter	1981	\$99,500
36'	Lancer	1979	\$79,900
36'	Herreshoff ketch	1957	\$40,000
36' 37'	Yamaha CF Sloop	1980 1976	\$119,500 \$79,500
38'	Atkins Gaff Cutter	1955	\$36,000
40'	Valiant	1976	\$118,500
40'	1slander	1979	\$110,000
41' 41'	Morgan CT 41 Custom	1977 1971	\$158,825 \$72,500
41'	Downeaster	1980	\$97,000
41'	Kings Legend	1981	\$96,000
42' 42'	Stephens Mtr Sailor	1968	\$165,000
42'	Pearson 424 Endeavour	1980 1980	\$144,000 \$155,000
45'	Columbia	1975	\$105,000
47'	Olympic	1974	\$150,000
48'	"Azahara"	1974	\$198,500
48' 50'	Swan	1972 1973	\$167,000 \$295,000
50' 4	Kettenberg	1963	\$130,000
65'	Gaff Schooner	1981	\$175,000
1			111
	POWER		
24'	Reinell with trailer	1978	\$16,500
26' 27'	SabrecraftBayliner	1971 1982	\$14,500 \$27,000
27'	Fiberform	1976	\$23,000
28'6''	Carver	1977	\$28,500
30'	Sport Cruiser	1977	\$30,000
31' 32'	Monterey Trojan	1977 1978	\$60,000 \$59,950
33'	Laguna	1974	\$55,000
34'	Chen Hau Trawler	1973	\$57,000
35'	Bluewater	1978	\$69,900
38' 40'	Sportfisher	1979 1967	\$89,500 \$89,500
48'	Roamer	1967	\$140,000
50'	Custom Trawler	1980	\$199,500
57'	Chris Craft Pacemaker "Mariner 11"	1966	\$167,500
68' 68'3''	Trawler "Voyageur"	1969 1954	\$350,000 \$385,000
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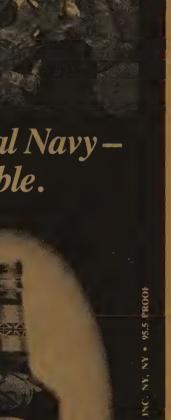
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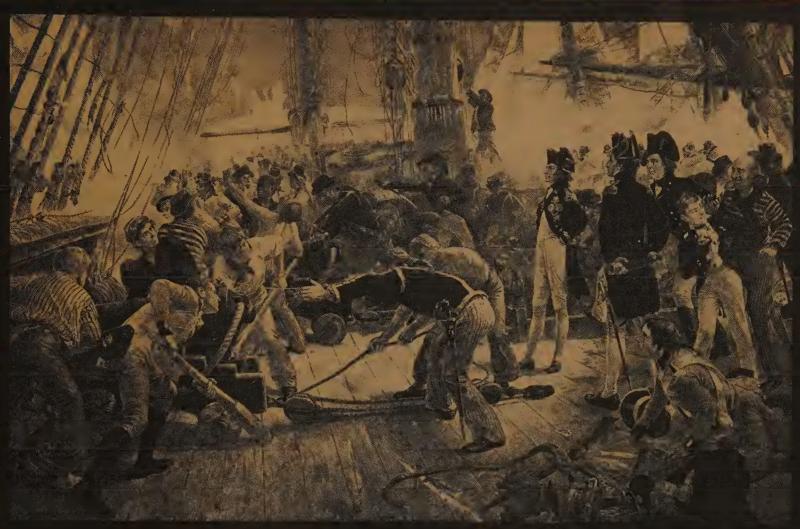
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CALENDAR

Jan. 1 — Metropolitan YC 10th annual circumnavigation of Alameda Island. Charles Ormond, 444-3678.

Jan. 3 — Classes start at the College of Alameda, offering Meteorology for Mariners, Celestial Navigation I & II, and Coastal Piloting. Free for residents of Alameda County. 522-7221.

Jan. 7-19 — International Boat Show at the Moscone Center, San Francisco. Boats, gear, accessories, etc. (415) 436-4664.

Jan. 7-19 – S.F. Sports & Boat Show at the Cow Palace, San Francisco. Ditto, ditto, ditto, etc. (415) 931-2500.

Jan. 8 - Coastal Piloting class with Horizon Charters. 521-5370.

Jan. 10 – Simon Watts and students start work on a lapstrake boat, to be completed in a week. The Cutting Edge, 1836 - 4th St., Berkeley, Ca. 94710. (415) 548-6011.

Jan. 11 — Celestial navigation classes begin at the Oceanic Society. Franklin Potter, (415) 441-5970.

Jan. 19-22 — 23rd Annual National Marine Conference of the National Association of Marine Surveyors in San Francisco. A seminar/round table workshop dealing with yachts, small boats and cargo. Speakers include Bill Lee (on the future of ultra light displacement hulls in racing), Gary Mull, Dr. Randolph Pauling, Jr., and Quentin Kopp. Contact Edward Hubenette, (415) 982-6912.

Jan. 27 — Marine Piloting and Navigation course starts in San Carlos, led by George Hughes. Kathy Girard, San Carlos Community Services Division, 593-3139.

Jan. 27-Mar. 31 — Practical Celestial Navigation course at Fort Mason Center, S.F. (415) 945-6383.

Jan. 20-23 - Fort Lauderdale to Key West race. Tune up for SORC.

Jan. 28-31 — Australia's Cup in Sydney, for Aussie 18 dinghies. Fast boats down under.

Jan. 29 - Cal 2-27 trophy dinner at the Richmond YC. Gary Albright, 837-4648.

Jan. 29 – YRA Race Management Seminar for yacht club members involved in both on-the-water race management as well as protest hearing work. 771-9500.

Feb. 5 – Swap meet and pot luck dinner at the Berkeley YC, sponsored by the Master Mariners Association. John Ough, 234-2761.

Feb. 5 — All you can eat crab feed sponsored by the Fremont Sailing Club. 7:30 pm at the Newark Pavilion, Newark, Ca. Call Jim, 657-7997.

Feb. 5-25 — SORC. Up to 90 boats expected, including 35 new 30-40 footers. Mamma mia!

Feb. 11-13 — "How to Survive the Coast Guard Exam" for your 6 Pac. license. Call Liz, 521-5370.

Feb. 19 – Start of the Marina del Rey to Puerto Vallarta race. A run to the sun. Del Rey YC, (213) 823-4664.

Feb. 19-20 – IOR midwinter regatta hosted by the Richmond YC. Gary Clifford, (415) 233-9833.

Mid-Winter schedules — Metropolitan YC: 1/8&9, 2/12&13; 832-6757 or 771-9500. Golden Gate YC: 1/2, 2/6 (2/20 make up); 566-2087 or 346-BOAT. Northpoint YC: 1/8, 2/12; 775-5154. Sausalito YC: 1/15, 2/19; 435-4771. Coyote Point YC: 1/9, 2/6, 3/6 (3/12 make up); 347-6730 weekends. Richmond YC: 1/30, 2/27; 237-2821 mornings. Sausalito Cruising Club: 1/22, 2/5, 2/26, 3/5, 3/19; 332-9349 or 332-9922.

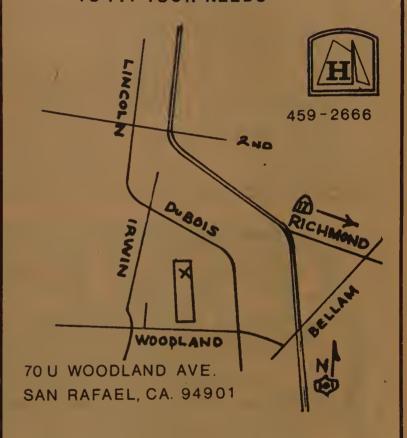
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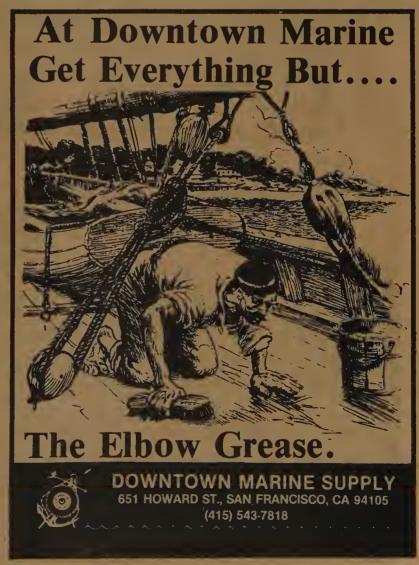
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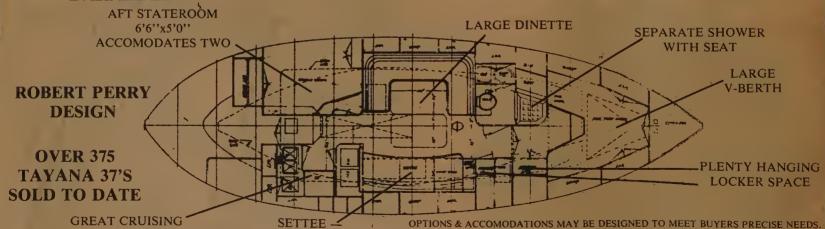
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has plenty of room for the crew and a separate seat for the skipper. A specially designed anchor fits in the bilge just ahead of the center of balance lifting lug. The pull-out galley units are practical space savers in this narrow beam design



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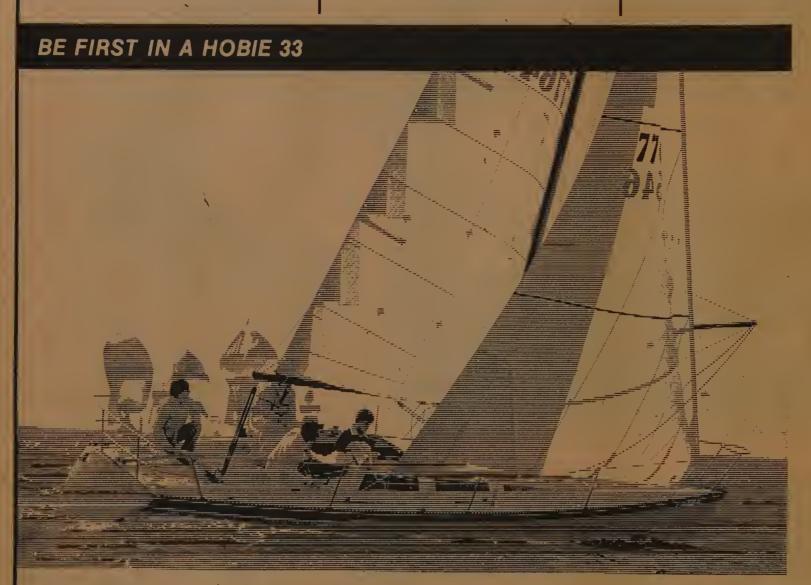
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LETTERS

EVEN AN ASS HAS GOOD QUALITIES

Keep up the good work. Keep the quality in your writing. Don't worry about the paper. You are head and shoulders above the Eastern slicks. I particularly like your *Changes in Latitudes* and *Sightings*. Even when you make an ass of yourself on the subject of nuclear power, you are entertaining. What the hell, we all have blind spots.

Tom Bowers Northridge

OUT OF OTTAWA

The usual thanks for producing such a great magazine and a special thanks for your offer of past issues for people to take to the far cruising grounds [Page 151, Volume 62].

We became devoted followers while preparing our boat in San Francisco. While there we turned on a sister in New York, so now our issues come via New York. While this might sound great, the mail is so infregent we are months behind.

Thinking of mail here is a word of advice for you to give future South Pacific travelers "Post Restante" in Papeetee shirts. The post office only holds mail for two weeks and then returns it by surface carrier. Use the Port Captain or the yacht club as a mailing address, because you are bound to be at least 2 weeks behind schedule and Papeete is really the first mail stop heading west.

En Smith Yacht Marion 6 Neiafu, Tonga

EVEN THIEVES HAVE FEELINGS

Who hasn't been annoyed by the stupid "10-4" and assorted gobbledigook (lit. "turkey-language") of the C.B.'er, a dumb bird thinking himself so superior while polluting the air waves with his ignorant cackling. The same type of useless, non-edible bird flies over our oceans.

I am referring to the writers of the letter on the "serendipitous little goose" affair. Anybody with years of experience, a well-drilled crew, superbly equipped cruiser, and plenty of money can sail around the world, navigate with precision to any port. It's quite an accomplishment, however, for a middle-aged novice to take an unequipped boat, an unexperienced maid (?!), and actually sail thousands of miles, making several calls of port.

While I hardly condone theft, I equally despise those "boat people" who call every novice a jerk, or bungler. I admire persons like Lt. William Bligh, who, without notice and equipment, are confronted, and surmount, impossible tasks. I have little use for those who belittle accomplishments. While a letter concerning a stolen boat and its thief was important to me and other readers, the condescending manner of the letter was offensive.

A similiar type I find in those instant experts who like to criticize people's mistakes without knowing the circumstances, specifically, the letter about the man who missed the Hawaiian archipelago. Example: On the 19th of November, 1806, Lord Cockrane ran the Imperieuse on a reef off Ouessant. I bet there are hundreds of so-called sailors who like to sneer at Cockrane; who was only the greatest frigate captain ever to sail the seven seas. His problem was not incompetence, but iron bolts, instead of bronze bolts, in the binnacle. Who knows why that guy missed Hawaii? Perhaps a damaged sextant? We are better off commenting on how to simplify and practice navigation before leaving port, and how to check our equipment against damage before it's too late.

A little more tolerance and considerably less arrogance will make associating with us who love to sail easier and more rewarding.

Arne Lulin on course in Davis, CA

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We think you'll agree the most important consideration in a world class cruiser is that she be a well-constructed, safe yacht. High on your priority list would also be that she have sea-kindly performance. Sea-kindly means to us a yacht that will stand up in a heavy blow but, more importantly, will sail and tack in light air. A functional layout cannot be overlooked in this ideal world class yacht.

A pleasant, but certainly not mandatory, item would be the comfort a dual station pilot house affords for those a little less rugged than Christopher Columbus. We are happy to report that the Sea Star qualifies on all these important considerations.

Six coats of hand-rubbed varnish and exotic woods do not improve the performance of the boat but, nonetheless, it is one of the subtle pleasures of life; in the final analysis, your choice in a yacht does make an important statement about you.

In our fifteen years of selling cruising yachts, it's our humble opinion that the Sea Star 460 is the finest all around cruising boat we have ever encountered; a bold statement. Please do come in and judge for yourself.

Doued Lugere

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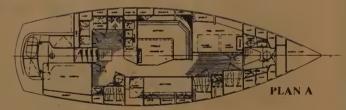
DRAFT: 5'9" (shoal 5'4")
BALLAST: 8,500 lbs.

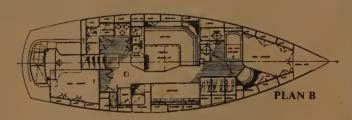
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Disp. 26,500lbs Sail Area ... 800sq. ft.

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BROKERAGE

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LETTERS

Arne — Intolerance isn't the most endearing of qualities, to be sure. Take solace, however, in the knowledge that the ocean periodically reminds all sailors of the meaning of humility.

□NO INTERFERENCE

Really enjoy your monthly shopper's guide. The editorial content hardly interferes with the ads at all. In the past three years, I've bought three sailboats, sold one, and spent enough money on boat crap to fund the redevelopment of East Tijuana. A lot of that money was spent as a direct result of ads in *Latitude 38*. Don't let advertisers shit you that giveaways don' pay!

Keep th paper sof . Now ha he mag. has grown o a full 30 day supply for 2, I may run an ad for a firs ma e. Jus broke the on ypewri

er, so am unable give you any more complimen s.

Del Brandstrom "In erim" Pier 39

LETTER OF THANKS WINGING THEIR WAY

Please print this letter of thanks to all the wonderful people who helped us prepare for our trip to paradise. Most of these people read your great magazine, and those who don't, soon will!

Thank you Phil Gardner for your expert advice and assistance in assembling our medical kit — hope we never have to use it! Thank you, Peter Jowise for the navigation classes and safety check. Thank you Jim Ramos from American Batteries for providing us with the right power pak for all our electronics. Thank you John Beery and Linda Webber-Rettie who, in your own ways, proved to us that anything is possible if you really want it. Thank you Don Goring for your philosophy and cruising tips. Thank you John Haynes of Proper Tigh Marine for your advice, endless help and great concern including the super ocean fishing rig.

Thanks to all our friends from the Encinal Yacht Club for their help. Thank you Jack and Linda McCarthy (*Harmony*) for giving us a glimpse of what lies ahead. Thank you Mr. Kirby, U.S. Coast Guard, for getting our boat documented in time, and thanks to the friendly people from the French Consulate in San Francisco for the 2 hour visa service. Thank You Elfi N 6 EOC, Grand W 6 EEP and Margret VK 2 DQU for being our amateur radio link to reality. Thanks to Dr. Hans Mark (NASA) for connections which made it all possible. And last but not least, thank you, *Latitude 38*, for being an invaluable source of information which will undoubtedly make our travels easier.

The crew of Wings Harry and Kurt Brava Alameda

Harry & Kurt — Where are you going? What kind of boat are you going on?

□HAD IT!

Enough is enough! I thought I could live without Latitude 38, but after a friend personally brought up the most recent issue from Sausalito direct, I came to my senses. Not only do I miss reading all the hot stuff, but no one comes in to see us anymore at our office here at the Shilshole Bay Marina in Seattle, Washington. You see, we always got lots of visitors who would drop by just to pick up their own issue of Latitude 38.

So, please keep sending us those big, fat cartons stuffed full of Latitude 38's hot off the press. I would be more than happy to pay your UPS expenses. Just send 'em quick before we go into with-



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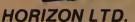
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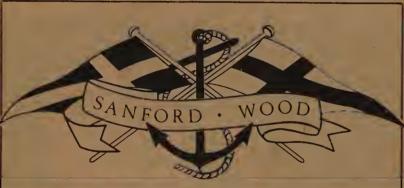
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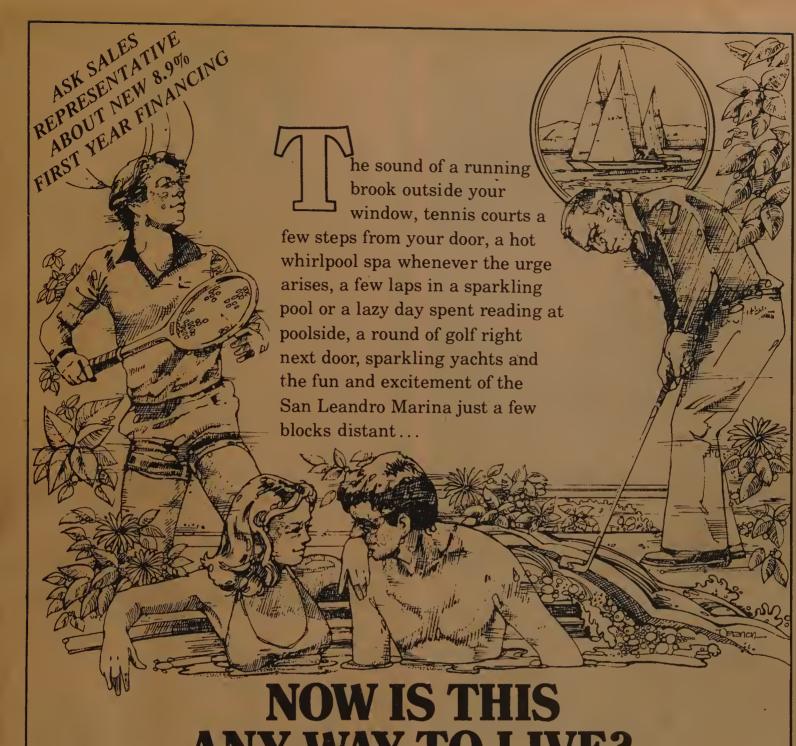


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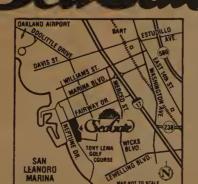
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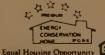


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LETTERS

drawal!

Doug Fischer, President Wind Works, Inc. Seattle, WA

Doug — Thanks for the kind words. We'll make sure we shoot a box or two up to you each month. Like other folks out of the northern California area who pay the UPS bill, feel free to charge a quarter for each copy.

DEALING WITH THE MONOLITH DITCH

I'm writing to solicit your help in a matter of great concern to my husband and me. Realizing that you do not send your magazine outside the U.S., we hope that you will, however, be able to fulfill our request due to the nature of the circumstances which I'll briefly explain.

On July 26, 1982, our 36-ft. sailboat *Matang* was involved in an accident while docked at the Panama Canal Yacht Club, Cristobal, Republic of Panama. A 630-ft. Texaco gasoline tanker and two tugs destroyed Pier I of the Yacht Club and damaged eight boats — ours being the most heavily damaged. The accident was, after two months of investigation and deliberation, judged to be due to Pilot error.

As of this date, 111 days have gone by and we've had no cooperation from the Panama Canal Commission in getting repairs made to our boats. *Matang* is totally unseaworthy and we are, for all intents and purposes, captives of circumstances that have changed our lives considerably.

In your February 1982 Volume 56 issue of Latitude 38, a letter appears on page 39 referring to an "article on the unfortunate accident involving the yacht Ghost II in the Panama Canal". A friend gave us this letter since certain statements by Mr. G. T. Hull refute accusations made in the abovementioned article. We are more than curious to read the piece written by the skipper of Ghost II because we also see a pattern emerging that does indeed indicate "callous indifference" on the part of the Panama Canal Commission in our dealing with this monolith.

In an effort to put together a defense for our own actions in dealing with the authorities here in Panama, we can benefit from any information regarding similar circumstances.

Would you please be so kind as to send us tear sheets or a reproduction of the article written by the skipper of *Ghost II?* Since overseas postage is expensive, I've enclosed \$2.00 to defray the cost.

Your attention to our request will be greatly appreciated and we feel that it will be very helpful in working toward a solution to our problem.

Patricia McGehee Yacht *Matang* Cristobal, R of Panama

Patricia - Consider it done.

□OCTOBER 22, 6:15 A.M.

Here I am in my bathrobe rereading Latitude 38 and wondering what to do next. On October 4, I was home feeling very depressed because October 8 was my last day at work, due to a merger and office relocation, and after reading the September and October issues, I decided to go to Mexico instead of looking for a job.

All those cruising stories sounded great, even the horror ones. This was the right time of year, I had a little money burning a big hole, and looking for a non-existent job in October and November was really depressing. But, how do I go about getting a spot on a cruise at the last minute?

I started making lists, one for clothes and miscellaneous, and one for things to do to get ready. I called all the ads in the Classy

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DeWitt Technology Wins Big <u>AGAIN</u>...1st Overall to Mazatlan!

For the third time in the past 15 months, a Santa Cruz 50 with DeWitt inventory has come out the big winner over a field of top-rated Class A competitors! First, Bob Brockoff's *Silverstreak* outclassed a "one-design" fleet of seven other 50's in the 1981 Big Boat Series. Then Dan O'Brien's *Scotch Mist II* took First-to Finish honors in the 1982 Victoria-Maui Race. And now Dick Catlin's *Samurai* has pulled a clean sweep in the 1982 Mazatlan Race!

1st SC50...1st in Class A...1st Overall!

Samurai was superbly sailed by Dick and his outstanding crew: Skip Allan, Jack Otis, Jay Crum, Dave Fox, Danny Miles, Bruce Graham and Bruce Powell (from DeWitt Sails). They beat a hot field of 20 boats including four other 50's, two Olson 40's and a new Santa Cruz 40, plus a classy IOR fleet from Southern California.

Samurai's ALL DeWITT inventory was carefully chosen to cover the expected conditions without carrying extra baggage. Dick's hard-working crew used all but two of the sails aboard and found the mylar No. 1 genoa with it's high-tech construction to be particularly versatile. We were able to reduce weight aloft by building the main out of lighter dacron than usual, then adding a ply of kevlar to absorb leech loads. By using DeWitt Tri-X construction the range of the ¾ oz. tri-radial was extended significantly which helped saved a couple of sail changes. And the narrow mid-girth reaching spinnaker (a sail nobody ELSE thought you needed aboard a 50) helped open up some big miles on the competition Wednesday night.

A fast ride "South-of-the-Border"...

It was a fantastic race against top competition. (The other major sailmakers went all-out to try and win this one!) Bruce Powell's post-race account really sums up the action:

"If you've never done a race to Mexico you've been missing some great sailing. The night we approached the tip of Baja was typical. We had about 25k apparent from the beam and a million stars overhead. The wind was warm; the water was warm. I was in shorts and a t-shirt. The night was unbelievably exhilarating! Seas were running 6 to 10 ft. and we'd surge ahead on every wave as Danny Miles trimmed the main repeatedly and helmsman Skip Allan dove for the holes, never missing a ride!

"This race had started off the Long Beach breakwater in a light southerly at noon the

previous Saturday. We hit the line just right, on starboard at the pin, flying our light No. 1 DeWitt mylar genoa. We held first, boat for boat until noon Sunday when **Merlin** finally passed us. Then we were pretty much alone on the ocean except for two of the 50's astern of us. Then on Monday morning, we were surprised to see a much bigger boat reaching offshore across our transom. It was **Drifter**, still behind us after all that time! By late afternoon they finally moved slowly by, more than two days into the race.

"By Wednesday afternoon, we were about 25 miles offshore between Cape Lazaro and Cabo San Lucas, heading in for the beach. We had boat speed to spare! We'd made all the sails at the DeWitt loft in Pt. Richmond and these guys really knew how to use them! After 4½ days of racing the only boats in front of us still were **Merlin** and **Drifter!** And no other boats ever passed us the rest of the race!

DeWitt's little chute does a "Horizon Job" on Brand X!

"Up until this point another well-sailed 50, **Earl of Mar**, with Horizon Sails' Chris Corlett doing much of the driving, had been our closest competition. We'd see them all day, but it was hard to keep track of them after sundown. We were always relieved to find them still astern at sunrise. On Wednesday night we used our narrow DeWitt reaching chute for one extended period when there was too much wind forward to maintain rhumb line with a full sized spinnaker. That's when we said goodby to **Earl** for good. We gained 13 miles on them during the next 12 hours with that sail and were never really challenged again.

"Our last night out was wild! We picked up the wind we wanted at about 4:30 in the afternoon and it held for the next 12 hours. **Samurai** raced along toward the finish with about

35k apparent flying a #4 headsail and double reefed main. (All that wind and it was still WARM!) At 4:30 a.m. we shook out the reefs; at 6 a.m. we had the jib top up; then the ¾ oz. chute. We finished just before noon, only six hours behind **Merlin** and **Drifter** and more than an hour ahead of the next 50."

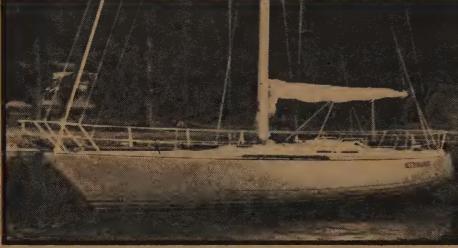
Give Bruce a call at DeWitt Sails if you are buying a new boat (big or small)...or if your old one just has a case of the "slows". He can't wait to add you to our bragging list. 1230 Brickyard Cove Road Point Richmond, CA 94801 (415) 234-4334 or 234-8192



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Classifieds, wrote letters and started buying the stuff I needed. One by one my phone calls were returned, and I was either too late or they weren't leaving until my money would have run out.

I have learned to appreciate what it takes to get a boat ready for a long cruise; just getting me ready has given me somewhat of an idea, and I had almost everything already. I keep reminding myself don't take too much — I have to carry it and I don't want to look like a fool lugging tons of junk onboard a stranger's boat.

Having gone cruising before, I know how long it takes for clothes to dry in humid climate, and I still have to carry my sleeping bag and

foul weather gear. "Don't take too much!"

October 15 I called Pacific Marine Suply in San Diego and asked what my chances were of getting on a boat. A nice lady said, "Pretty good. Send a notice." So I did. So far, no response. Yesterday I put up two cards in chandleries and accidently found Jazz but no skipper. So here I sit, all I have left to do is mail Christmas packages, pay bills and pack but I still don't have a boat.

My next plan is flying to San Diego on October 28, and hope I can find a cheap place to stay and get a crew position out of there. I am anxious to leave, but there's a storm and I don't want to use up my small finances sitting in a motel waiting out the rain.

This is madness! I'm 51, not a real confident sailor, out of a job and

dreaming of a month or two cruising Mexico!

Well, I haven't been to San Diego in years!

Jean Warner Corte Madera

P.S. (By friend who typed this after Jean left). Jean got aboard a boat in San Diego headed for Cabo San Lucas. She's on Maverick skippered by "Russ" Russell.

If we remember correctly, Jean was one of several people wandering around PMS' 'Cruiser's Kick-Off' wearing a sign reading 'Crew Position Wanted'. One guy stood in a corner with a sign saying, 'Pesos, 110 to the dollar'. You've got to advertise to get the message across.

☐FREEDOM IS . . .

We find it hard to leave this beautiful San Francisco Bay but it is just too cold. I'm sure you understand. We will be back when it is possible to wear shorts and t-shirts again.

Freedom is being able to change latitude when you feel like it. There is only one thing we don't want to change: Latitude 38. We

think it's great!

One thing we would like to point out about our stop here is the hospitality of the Sausalito Cruising Club. In our seven years of cruising we have not been around yacht clubs a whole lot. We are not too hot on socials. We felt we were understood here, and we certainly appreciated the hot showers, telephone, electricity, running water, fireplace, Bob the care-taker, and his wife Janet.

A club like this one is certainly heaven for real cruisers. We feel sorry that some people take it for granted and don't even say thank you. The same is true also for other clubs in the Bay Area.

Long live to the SCC.

Claudette, Simon (3), Real Desrosiers Yacht Trentans Montreal

THE TRASH QUESTION

In regard to the letter in the October issue.

One of the values looked for when doing a study on the environmental effects of a chemical is the level of no effect.

This is one of the considerations when discussing throwing garbage overboard. I was shocked the first time I went to sea to find that's

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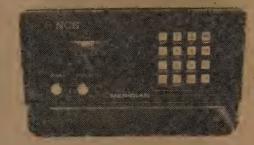


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"Come sit down," I called across the bar and through the din. "I hear you tell a tale that's true of how you got Dorlon through." He ordered from the bar a beer, and told a tale for all to hear.

"It all began a time ago when at last I met my dreaded foe, Captain Blackhead, of Pirate fame . . .' I gasped and shuddered at his name. "Homeward bound and full of cheer, my holds all full of foul-weather gear. Overflowing and to the top In my good ship, the 'Lollipop'."

Suddenly, out of the blue came a ship I thought I knew.
'Twas not a wayward sailing yacht A friendly soul —
no, it was not!
It was Blackhead, what a grub, in his ship, the 'Chocolate Tub'.

"Har har, me hearties, this be me!
The meanist Cap'n of the seven seas!
My flag, be cursed, me men be worse,
I'm Cap'n Blackhead, the Devils Curse!"
These words, they echoed, in my head,
threatening, taunting, fear and dread,
How could we begin to stop
the capture of the 'Lollipop'?

My men all stood and waited for resounding orders, "Run for shore!" What a problem! What a plight! To run away? Or stand and fight!

"What do you want?" I called to him
"Whiskey, grog or crates of gin?"
He laughed aloud and shook his head.
"Gimme your Dorlon or you're dead!"
Ne'er did I think I'd hear
such wicked words abase my ear.
"No you Blackg'ard, go to a shop.
Don't flog it from the "Lollipop"!"

Loudly, Blackhead yelled to his crew his fury wild, his anger anew.
"Right, me hearties, we'll give 'm a blast — to your cannons, now make it fast!"
Tension mounted on the deck, and I, quite worried, said "Oh, heck . . ."
Things seemed hopeless, what would we do?
Blown to pieces, me and my crew.

Now, unbeknowns to Blackhead and I a storm had brewed and was nearby. The wind was up, and soon reached a gale. Rain came in buckets, so did the hail. Clouds painted black, turned day into night. And I knew, that to win, I'd not have to fight!

Nature would beat us, Blackhead and I, without the right clothing, we'd both surely die.

"Break open the holds men,
my strategies clear,
we'll put on our DORLON, our foul-weather gear!"
"No, No," cried the pirate! "No, No," cried his crew!
"Yes, Yes," I said laughing.
"And poo-hoo to you!"
All snug, warm and comfy, we sailed off with ease,
and far in the distance, I heard Blackhead sneeze.

"So, now while you're sailing, sall on without fear.
For you can go safely, with your foul-weather gear.
And if, while you're out there, you hear a strange noise, it may just be Blackhead and his grubby boys."
The tall and lean stranger, then walked out the door, and we all sat spellbound and felt full of awe.

"Who was that man," said a voice from the bar.
"Whoever he is, he could really go far."
"That man was from DORLON,"
I said full of pride,
"Makers of clothing to protect your wet hide."
One thing I will add, between you and me,
is they make better clothing

than they do poetry.



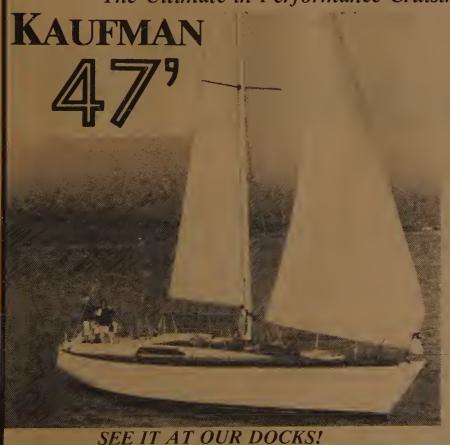
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SELECT BROKERAGE

FTTFRS

what ships at sea do with their garbage. I decided that for general garbage there probably is a rate at which trash can be dumped into the ocean without it causing harm. Cans and food bits will decay fairly quickly. The question of recycling isn't practical for the ocean cruiser. The plastic will be around quite a bit longer, but it too will decay.

I don't know if there are enough ships and boats on the open sea to cause an effect. Perhaps someone out there has some figures that

will demonstrate a guideline.

The other consideration that I can think of is the visual value of no trash. This is of course for when near or on land. The difference for me when I'm walking a beach or driving a freeway that the presence of trash makes is quite significant. Beautiful scenery makes life more pleasurable. The presence of trash takes away from that pleasure. I don't think anyone would sincerely say that it's different for them. The trash you throw overboard may not be an eyesore for you as it's left behind, but some other person sailing along or walking the beach will surely come across it.

In California it doesn't bother me to walk through a small amount of trash on the beach. I guess I'm numb to it. In Alaska I've walked along island shores of Prince William Sound and beaches of the Bristol Bay and been disappointed to find the same trash. In Alaska where you really can be hundreds of miles away from town, even on

the beach, it's too bad to find you can't get away from it.

My guidelines as a sailor, a fisherman, an ex-student of Environmental Toxicology and as one who enjoys beautiful scenery, are this: When away from land, maybe it's OK to throw garbage overboard. If you do, try to make it sink. When near land, keep it for the trash can. The apple cores are just as easy to put in your trash bag as the beer cans.

Phillip North Cotati

P.S. Merry Christmas and a Happy New Year to the Fort Point Coast Guard crew who towed us in the day before Thanksgiving. And thanks.

Phillip — We think you're right, visual pollution is a genuine irratant, too. But does plastic really decay in a reasonable amount of

LOOKING FOR LUCK

I am half way through my sophomore year in college, and ready for a break. I've done enough sailing since my first bowline at age four and my first capsized Sailfish, also at age four, so that I'm at the point that in order to really learn more, I need some intensive sailing.

I've done some cruising with my family, friends and camp, but nothing long term. The logical step to take seems to be to find a berth crewing on someone's sailboat. Sounds easy, but I'm not having a whole lot of luck. What organizations and crew lists exist for those of us who are not particularly interested in racing, but would rather learn to navigate, and learn about cruising long distance?

I love your rag. It does a great job keeping me from doing my reading. You have the most incredible timing; I always receive Latitude 38 when I've got the most papers due, or am furthest behind in my work to begin with. But what a way to procrastinate.

Say hello to the Bay for me. I miss it, fog and all.

Sarah Elkind Middletown, CT

Sarah — The only thing we can recommend is for you to sign up for our annual Crew List. Lucky you, the applications for the Crew List appear in this very issue.

AND USUALLY THE III'D TIME IS A CHARM

I have enjoyed your publication, Latitude 38, and particularly en-



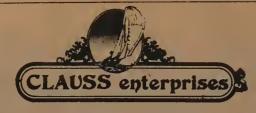
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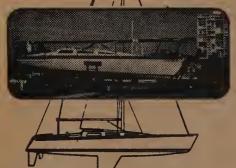
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joyed in the December issue your article on "D Marie Three". Perhaps as an aftermath, you would be interested in knowing that the vessel was holed and sank alongside the docks in Nawiliwili Har-



bor, island of Kauai, Hawaii, on November 23rd during Hurricane Iwa. Enclosed are a couple of photographs.

We have been retained to raise the vessel and survey it to determine the extent of damages, and at this point I cannot really say. The owner of the vessel, George Short, has made no appearance, and at



this time we are not even sure if the vessel is insured or within its trading warranties. We have had a full time crew working on salvaging the various vessels on Kauai, and where possible get them to Honolulu for repairs.

Mike Doyle Marine Surveyor Honolulu

TEXAS TALKING

Will you please enter subscriptions for the three names on the attached list.

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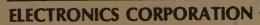
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humor and, 2. you think so big - three subscriptions!

ONE CEMENT SACK TO THE WIND

Please send a Christmas present subscription of Latitude 38 to my dad, Roy Rasmussen. He has been a salty Bay sailor since eight, when he "borrowed" a skiff and sculled from Richmond to Brooks Island. After a few such cruises, he figured out he could sail home by tying a cement sack between two oars and holding them up in the wind.

He's landlocked now after having sailed the Bay for most of his life. He's enjoyed my hand-me-down Latitude 38's for so long I think it's time he had his own.

> Roy Rasmussen's son Richmond

GUNS, AMMO, AND MEXICO

A recent letter in your Changes in Latitude from a boat in Mexico stated that the fishermen appreciated the gift of .22 shells so they could augment their diet of fish with rabbits.

Seeing as how I am going to be in San Jose del Cabo over Christmas (flying down, not sailing - darn it), I thought this was one great idea.

However, being a cautious sort of an individual, I called the Mexican Consul in San Francisco to check on the legality of this. I was informed you are allowed to bring in only 100 rounds of ammo per weapon, and you have to bring in the weapon.

Not wishing to spend the rest of my days in a South of the Border slammer, I quickly gave this up and changed my tack. I will bring down all my cherished back issues of Latitude 38 for the yachties

Keep up the good work, and may you always have at least 1" of water under your keel!

Dan Humber Windlover, Catalina 30

Dan - If you get to the Cape this Christmas - Aero Mexico and the good Lord willing - you'll no doubt find a lot of sailors who indeed wished they had always had at least an inch of water under their keels.

We should have been more clear about guns. You can take hunting rifles and ammo to Mexicb, but to be legal you must have the proper permits. If you have no permits you may be in for a heap of trouble, depending on what official you encounter. Despite this risk, many yachties from the U.S. and Canada sail into Mexico with weapons and no permits. From what we've heard, boats are being boarded a little bit more frequently now — usually out of boredom so let that be a word to the wise.

As for trading .22 shells with the populace, you do that completely at your own risk. Mexico does not like its citizenry to have firearms, and so no doubt it's illegal to provide them with bullets.

WISH I WERE THERE

Regarding Larry Rodamer's delightful article on Moorea [Innocents Abroad, Volume 66], I would like to make a few comments.

First of all there really is no Papetoai Bay. Papetoai is a village between Opunohu Bay and Club Med.

Secondly, a caution should be given regarding shell collecting and amateur fishing in not only Polynesian waters, but most tropical island areas: it can be deadly!

One should wear gloves when collecting cone shells. There are over 400 varieties of cone shells and all are capable of injecting poison into the collector's hand or, if stepped on, the foot.

One of the major causes of death among Polynesians is fish



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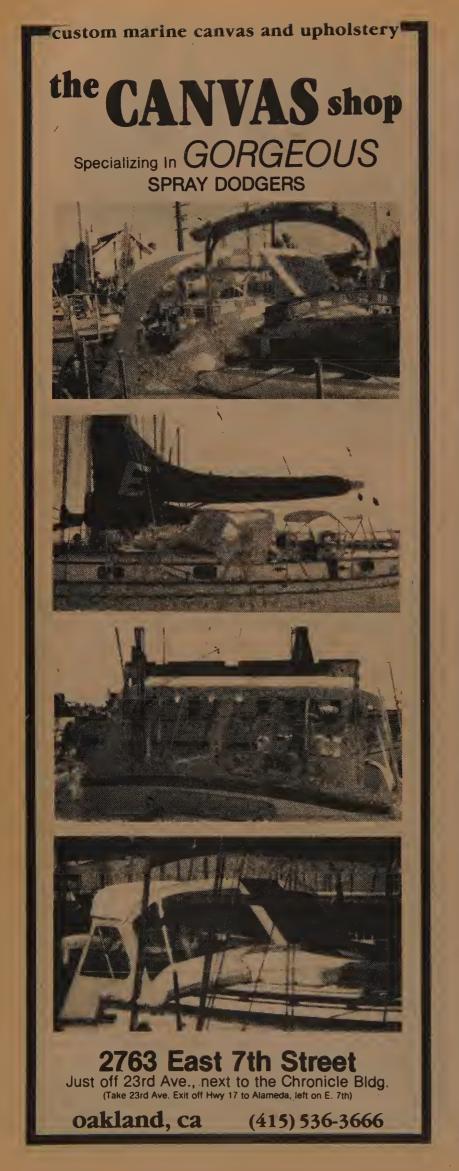
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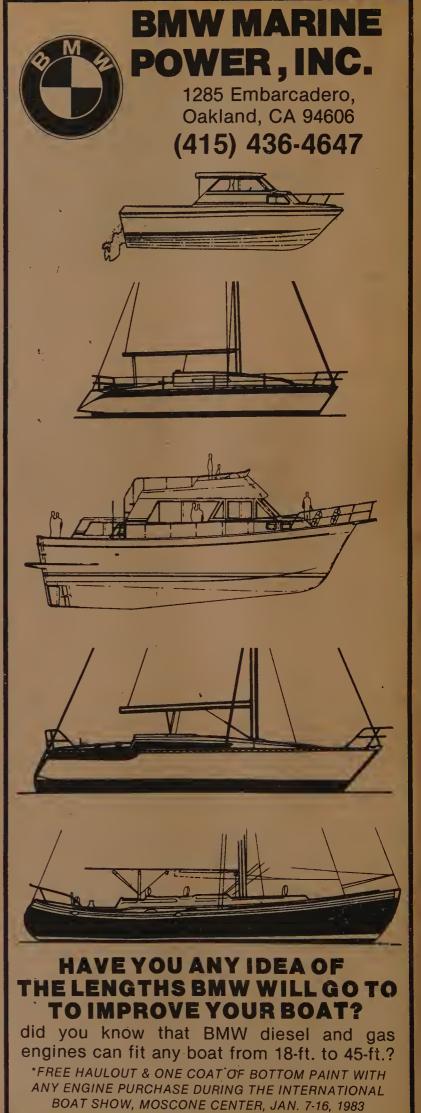
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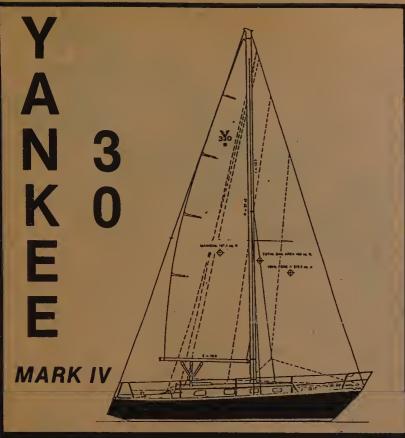
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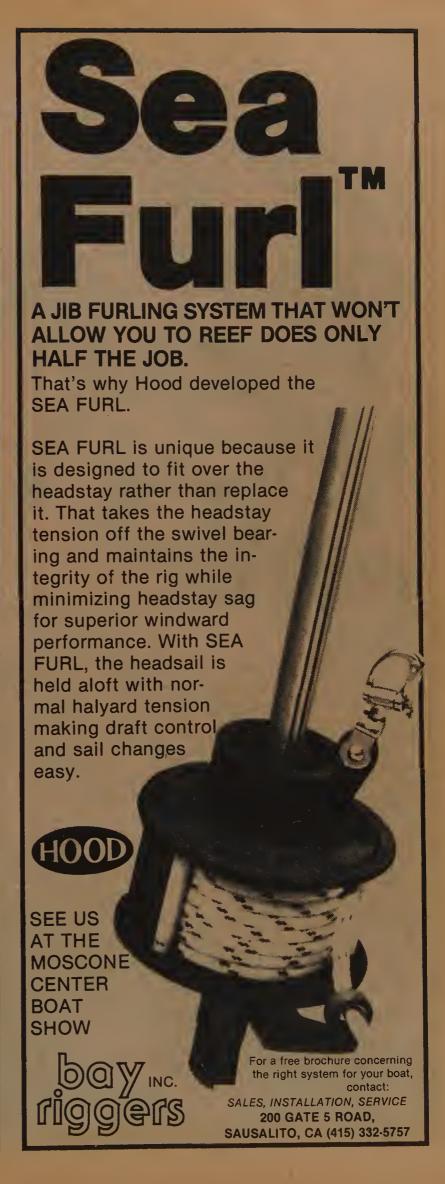
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poisoning. The problem here is that some fish are safe to eat during a specific season, but highly toxic the rest of the year. Also, some fish are poisonous in one area, but may not be a kilometer or so away. According to one old fisherman "If a fish is still soft one hour after you catch it, it is poisonous". Another fisherman on Bora Bora told me that he gives his catch the "fly-test". If the flies won't eat on a fish, it's poisonous.

(Then again, there are a lot more young Polynesians than old fishermen on the islands so I wouldn't rely too much on either method).

Moreover, there are five-foot "Maori" reef sharks which are basically harmless, but very much attracted to a spear-fisherman's stringer. And of course, a moray eel may take matters into its own teeth if people are inclined to "poke their head in holes in the coral".

Stinky shells are another matter. It takes ants from three to five weeks to do the job adequately if the shells are buried in the sand. This is usually a prohibitive amount of time for many island hoppers, so the idea is to thoroughly rinse the shells and cover the openings with melted wax or chewing gum until they can be processed later. Shelling is best, by the way, three days before and three days after a full moon.

Lastly, I recommend that a person keep a lime with them in the event of a coral cut. While the lime juice will definitely sting like iodine, it will prevent much more serious infections later on.

All this is making me wish I was back in the Polynesias, drinking a Hinano beer and watching Tahitian dancers keep up with the incredible drum rhythms in torchlight.

Tahiti, Un here vau ia oe!

Mauruuru, David Dethlefsen Santa Cruz

P.S. I must add that in my humble opinion, your publication is nothing less than fucking great. Manuia!

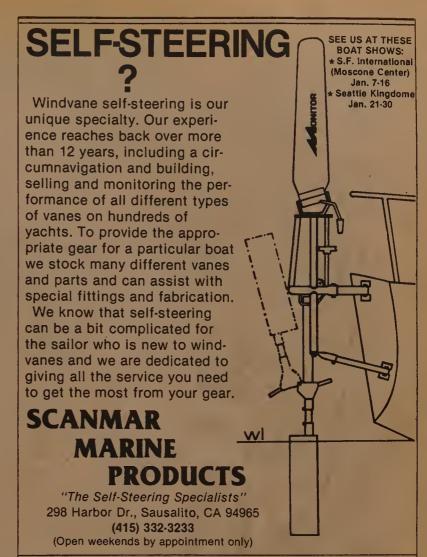
David — Here's a photo that will maybe take you back in spirit.



ST. THOMAS REBUTTAL, AND REBUTTAL REBUTTAL

To the person who wrote the scathing reply to Skip Hanna in Volume 65, November 1982, Letters column:

First a little background — my husband and I lived in the San Francisco Bay Area for over 20 years until August of 1982. At that time we had our sailboat shipped to Florida, and then sailed to St. Thomas, where we are now living aboard, sailing and working. This is not a response from a dewy-eyed, naive person, nor a person who







January 1, 1983

TO:

Latitude 38 Readers

SUBJECT: We've Got Something To Prove

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Mark A. Mordecai

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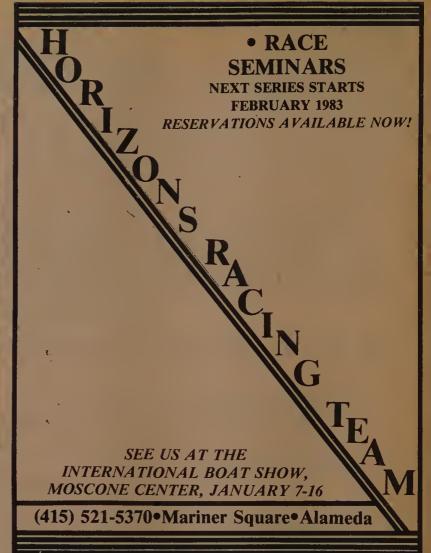
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derives income from tourism.

Second — Is your rabid response based on personal experience or on the two individuals cited?

We must take exception to your reponse. Since we have been here we have found people to be courteous and helpful, and if we've been friendly so have they. If we want to cast stones at the friendliness or safety of an area take a look at San Francisco. Shootings in the mayor's office, murders and rapes, Japanese tourists robbed in major hotels, Marin county killer on hiking trails, on and on and on if need be. Does anyone smile and say hello or good morning in the Bay Area when you meet on the street? Here they do.

There are creeps everywhere, yes even in Tortola. The ad cited is of an incident which is regrettable but didn't a similar reward come out in the Bay Area for the 'Zodiac'? Did you advocate people not visit the Bay Area? Did you advocate visitors to get "in and out" or carry weapons? As a visitor anywhere you must be prudent and not go into questionable areas, you do not go around flashing a roll of bills, etc., anywhere, be it here in St. Thomas, San Francisco, Livermore or (again) even Tortola.

more or (again) even Tortola.

It must be remembered we

It must be remembered we live in a society of people who have and people who have not. Many of the 'haves' have it at the expense of the 'have nots', and many of the 'have nots' try to take from the 'haves'. Generally, we have felt you to be a fair journalist, but your response to Skip was an overreaction. To Skip, if you would like more information about St. Thomas, please write us with specific questions and we will attempt to answer them.

To you of biased opinion, we would like to extend you an invitation to come to St. Thomas, contact us, and we would be delighted to show you a great place and take you sailing in the beautiful waters.

Sandi and Bob Gilson

Grab a Chance

Box 610, St. Thomas VI 00801

P.S. At Yacht Haven Marina, Long Bay, Charlotte Amalie, where we are berthed, we have met and talked with Don Street. For someone who is in/out fast, he certainly spends alot of time here.

As mentioned above, our income is not related to tourism, we have nothing to gain by telling you we feel you are wrong about your opinion. In fact our marina is much more peaceful and relaxed without a large number of tourists.

In your September issue you printed a letter from us but misspelled our last name as Gibson, not Gilson. Our October issue we haven't received yet. Now if you want a legitimate complaint about the Virgin

Islands, let's talk about mail service.

Sandi & Bob — The scathing remarks about St. Thomas were written by the Editor/Publisher, who writes all the responses to Letters, including this one.

While we were being facetious about carrying automatic weapons to protect yourself, we were sincere in advising sailors to think twice about visiting the U.S. Virgins. If we don't feel we can take our wife and young daughter to a place for a pleasant sailing vacation, we don't feel we can encourage any of our readers to go there either.

Our advice is based on personal experience, on the experience of about 15 individuals who have visited there, and the experience of five or six people who either now live there or once did. This is not to say that they'd all agree with our recommendation to avoid the place.

We feel it makes no difference if the St. Thomasians are the "nicest people in the world once you get to know them" if visiting sailors aren't going to have the luxury of that time. And the understanding of some of the possible causes of social friction doesn't make the atmosphere any less unpleasant for the visitor.

So we'll continue to say that the U.S. Virgin Islands have perhaps the greatest sailing and worst social conditions in the world. Until its citizens decide to make visiting a little nicer experience — a la Jamaica's recent change — we can't in good conscience recommend



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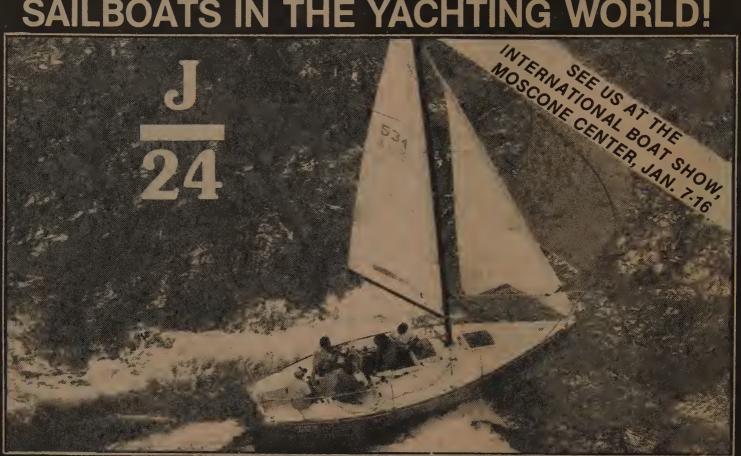


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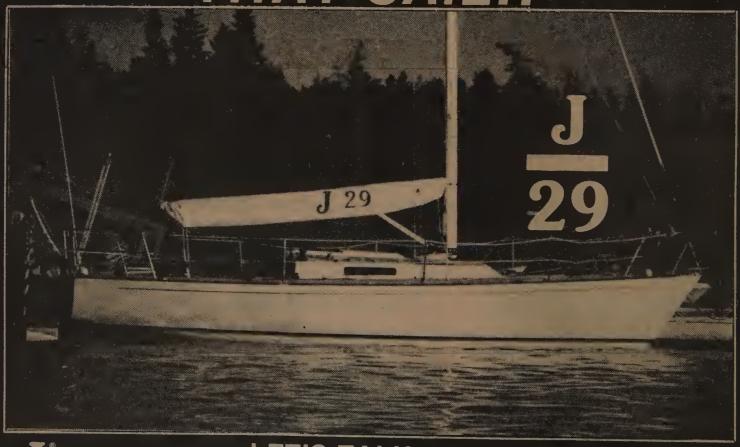
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the U.S. Virgins.

P.S. If sailors do decide to charter out of Charlotte Amalie, St. Thomas, we still recommend you go immediately to Yacht Haven Marina from the airport. It's where the Gilson's are berthed, and it is, if we may speak frankly and without seeming to attack the Gilson's, what most people would consider St. Thomas' wealthy white man enclave.

☐A USEFUL TOOL

I have always enjoyed the great black and white advertising poster put out by a German navigation light manufacturer! A small (forty foot?) yacht, working hard with lee rail buried in the sea, crosses ahead of one of the hugest, blackest, most majestic ultra large crude carriers I have ever seen. It fills the sky and the horizon. And then in the foreground there's this little white-winged creature (the underdog with which we all identify?) scampering away from a bow wave that would flood the Port of Richmond at low tide. In my heart of hearts I know that modern science provided a long focal length telephoto lens for this picture, and I'm relieved. Nonetheless, some of us have at one time or another found ourselves somewhere along the focal length of that same tricky lens, either in reality as we figure courses and speeds and quickly start the engine or vicariously as we dream through that future ocean passage to the Marquesas . . . (these are the same growly daydreams evoked when you read Heavy Weather Sailing and wonder about that queasy "ultimate storm" somewhere in the future).

Urbanczyk's reference in December's Latitude 38 to a piece I wrote in the mid-seventies for Murray Davis at Cruising World (not Sail as quoted) has rekindled my thinking about small craft safety at sea and

the use of electronics, particularly the VHF.

After about 10,000 miles cruising in the shipping lanes from San Francisco to Boston then to New Orleans I had concluded that the VHF is a very important tool for yachtsmen. While Urbanczyk complains of passing ships that never answer his calls, I would point out that the meat of his report is a lengthy conversation with a passing ship which so cheered him that he shouts with full lung power into the vast Pacific morning "Life is Magnificent!". A morning like that is worth a warehouse full of VHFs, and as a tool must be worth at least one Marin County therapist.

Urbanczyk's account brings back offshore memories of long chats with 3rd mates at 2 in the morning, with the Greek tanker master who invites us to his private Agean island, with the poor Japanese master who (as the English-speaking person on board) was wakened at 4 A.M. to give us a weather report, and with the British banana boat that tossed us a carton of cigarettes in a biscuit tin with a note

compliments of the master . .

I wish only to alert my fellow readers (particularly the anti-electronics purists) to a corollary of Pascal's Principle. Pascal was a 17th Century French mathematician and philosopher who, among other expressions of the contemporary renaissance man, put together some irrefutable religious logic. If, he says, heaven and hell are infinite phenomena which are for ever and ever, and if life is but a passing finite drop-in-the-bucket thing compared to this for ever and ever thing, then the downside risk of eternity in hell must not be toyed with! In other words, live a perfect life and don't risk a few pleasures in the short-spanned now because you may indeed end up forever in purgatory . . . Vaughan's Corollary! Never leave your berth without a VHF, it's not worth the risk.

Don't find yourself offshore or even up the creek wishing you could reach out to someone (Coast Guard, wife, insurance underwriter, or the unidentified pair of red and green lights split by two inline whites seeming to grow nearer). If technology offers it, and if the cost is reasonable, buy it! For less than \$300 you can 1) hedge your bet with purgatory, 2) actually talk with passing ships, 3) call home about the Suisun sandbar under your keel, and 4) possibly share with

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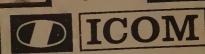
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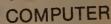


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Andrew Urbanczyk a magnificent morning. A useful tool. Really, don't leave home without it!

Tay Vaughan Bethel Island

Tay — Basically we're with you all the way. We'll always carry a VHF when possible, and will continue to recommend that others do, also. We can remembers 'Innocents' Larry and Betty Ann didn't want one when they first took off; they weren't in Mexico long before they changed their minds. Most sailors eventually learn that a VHF isn't as 'unpure' as they once thought.

Of course we're not about to tell experienced offshore sailors who understand the downside risks, like Kermit Parker, that they have to carry one if they don't want to. We'll leave that up to their insurance

company.

MISSIVE FOR THE CORPORATE GULAG

Well, no more free Latitude 38's. I've been shipped off to my company's version of Siberia, so I must buy a subscription. (The value of

a 38 per month far exceeds the subscription cost).

If you should print this I would like to give my regards to the Paradise Cay and Tiburon Yacht Club gang. They are really a fantastic group who reside in one of the nicest harbors in the Bay Area. I will miss spilling my beers during, and drilling my Snickers bar after, the Friday Nite Races.

As for George Olson: When you make an iceboat like your dirt-boat let me know, the people out here like to go real fast.

Finally, best of luck to Chuck on Charley.

Steve and Angie Neal Ann Arbor, MI

DA TALE OF CHICKEN LITTLE

It was the first week of December. Cabo San Lucas was its usual benign and placid sunny self. The water was clear, and 78°F. The disco on the beach serenaded the nearby anchored yachts each evening with several thousand decibels of rock and roll. But Christmas was approaching, and there was much to do. A pig roast on the beach, for everyone. The Port Captain, Immigration Chief, all the cruisers. There were to be carols sung by inebriated carolers in a ponga traveling amongst the anchored yachts. And part of the planning consisted of having Santa Claus do a two way radio hook-up via VHF channel 68 on Christmas Eve.

I sat on the *Uncle Bernie* anchored in the inner harbor, listening to Santa's image tell me about his concern for the boats he saw that day anchored next to the beach in only 15 to 20 feet of water. His belly shook with concern when he said "Frank, why don't you go on the air in the morning on the "Children's Hour" and warn those skippers of the danger of anchoring so close to the beach?" My hand trembled so bad I almost spilled from my glass of Tequila. "Bernie, have you ever tried to tell a cruising skipper anything? The only way he might take heed is if he reads it somewhere. Never when you tell him verbally!"

Next morning. 0800 on VHF 68. The "Benevolent one" is on the air for the Children's Hour. He tells his tale of horror. How he has seen the wind come out of nowhere, without warning, from the SouthEast, and send waves crashing, onto the beach. He warns the boats anchored near the beach, in a very stern and fatherly way, from someone who has been there. When he is finished, I listen. No comments on the air. Not a cat call. Not a snicker. Profound silence.

Next day I dinghy into town, and drop by the Uncle Bernie. "Say Bernie, thought I'd drop off a list of the boats that moved after your announcement". "Oh Great Frank! If I saved but one boat, it was worth it!" The list was a blank piece of paper. Not one boat had moved. Not even the ones hugging the beach, with their stern out to sea!

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As I put my dinghy outboard into gear, I looked back to see Bernie standing there, staring at the blank piece of paper.

Later, at the Taqueria, I choked on my French toast while overhearing skippers remarks, such as "70 knots indeed! Can you imagine such a sea story?" "I keep my bow out to sea, and can get underway in a moment". "I've put down a 60 pound Danforth and 3/8's chain". "Easy enough for those guys with the heavy anchor gear to anchor in the deep stuff. Ten fathoms is a lot of chain to lift manually!" And so we forgot all about it and set about enjoying Christmas 1981 at Cabo San Lucas.

Frank O'dom Spring Valley, Ca.

Frank — We remember that broadcast Uncle Bernie made during Children's Hour. But did you move your boat? No. Did we move our boat? No. Would both our boats have been inside the surfline during the storm that struck so suddenly this year? Very possibly. While we like to think we could have gotten out/survived this year's catastrophe, who knows.

In terms of warnings not being heeded, just a week after the 28 boats had gone up, boats were anchoring right back in shallow water, closer to shore than was prudent.

WE THINK YOU WERE, TOO

Somewhere herein lies a moral, but it escapes me! Help! I am racing the Corinthian Mid-Winters. Last race, November 20th, while ahead of the third place boat (by about 15 min.) I spotted what turned out to the be a "floater" (to use the Coroner's term).

ed out to the be a "floater" (to use the Coroner's term).

It turned out to be a jumper from G.G. I lowered sails and with boat hook and line held him till C.G. launch from Crissy showed up—about thirty minutes. Coroner called today with his name and details—family claimed, he was from Pennsylvania, living in S.F.

We put up sails and finished race dead (pun) last. Asked for time allowance, was told to either file a protest (against whom?) or pound sand. Since I live in Santa Clara I opted for the latter. I think that I was stiffed! Avoid dead issues??

Eduardo Galvan Cal 3/30 "Picante"

P.S. I would do it again!
P.S.S. Beautiful mag — nothing close to it!

□STOLEN BOAT

Thank you so much for your article on the Little Goose. We also appreciate the extra copies to send to our children. The loss of the boat was just as much a loss to them as to us.

Donna Gasselin Avalon, Ca.

Donna - Hope you folks have another one on Avalon.

□I-RATE!

I have been informed by postcard that my berth rate at Clipper Yacht Harbor is about to be raised again! Hopefully, you have received a bunch of mail about this, so you can add this letter to the pile. Hopefully too, with some concerted action, something can be done — or, at least, some reasons ascertained.

In May of 1981 my rate was raised from \$112.50 to \$123; in March of '82 — barely ten months later — it went to \$138. Now another ten months, and it's going to \$153.00. That's a \$40 increase in less than two years. What the hell is going on?

We all know the economy is in lousy shape, but what do you suppose Clipper is doing so they need all these increases? I mean if one could notice a consistent program of repairs/renovations, or, perhaps, a guard service to protect against vandalism and theft — or

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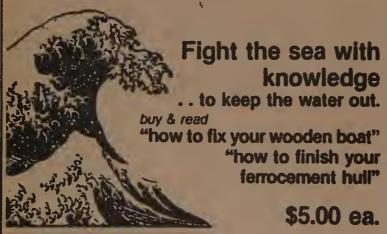
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anything, one would not feel so exploited. Generally, what one does notice is a consistent pattern of decay and benign neglect.

What can be done? Has anybody come up with an idea? Or, are we all held captive by the shortage of berths in Richardson Bay?

I feel like I'm being ripped off.

Larry Sturhahn Mill Valley, CA

Larry — What can be done? If you'll look in the Sightings section this month, you'll see a group is forming to take action on berth increases. We'd suggest you join and get other interested parties to join.

MALICIOUS AND UNTRUE

It is difficult to know how to respond to statements so hostile in tone and so lacking in fairness as those contained in the response to a letter in your November, 1982 issue.

Your attitude is apparent from the outset, with your subhead reading, "We Hate The Place, We Really Do."

I don't know what your experiences have been in the U.S. Virgin Islands, but it is difficult to believe that your bitterness and willingness to deal in, at best, half-truths is justified.

Apparently, in a previous issue, you had advised yachtsmen not to "start anything in the American Virgins . . . without an automatic rifle". Several thousand sailors start, continue and end their sailing in the "American Virgins" every year without the need for such illegal equipment.

As a matter of fact, the carrying of automatic weapons aboard yachts is not something to be recommended, given the attitude of the U.S. Coast Guard, not to mention local law enforcement officials. Your citing of another individual who habitually carried a loaded pistol only serves to heighten the impression that the U.S. Virgin Islands is a "Wild West" sort of place, a distinct disservice not only to us but to those impressionable readers who might take your thoughtless advice.

Your picture of this island as "the haven for criminals and miscreants" is uninformed, malicious and untrue. Even more repugnant is your blaming "the American system of justice and welfare" for these fantasized conditions.

We have our problems. No place in the world does not, even your idyllically-depicted British Virgin Islands. I certainly feel safer here than in any large American city, including the Bay Area metropolises.

Thousands of people come and sail our waters yearly. Most of these also spend some time on the island — even after dark. They are a valued part of our tourism, just as our charterboat community is a valued part of our economy. We issue a warm welcome to all yachtsmen — except the paranoid, gun-toting ones.

Amdeo I.D. Francis Commissioner of Commerce The Virgin Islands of the United States

Amdeo — We're sorry you didn't get a chance to read the entire piece from which the "don't start anything in the American Virgins without an automatic rifle" quote came from. Had you had the opportunity, you would have seen that it was word play; that we weren't advocating people carry automatic weapons there but simply avoid the place.

Amdeo, if the people of the American Virgins really valued their visitors they would not treat them so badly and offer them so little personal safety. You can deny the severity of your problems until you're blue in the face, but we'll not be impressed. We've talked to tens and tens of sailors who've been there, we've talked to folks who operate businesses in the Virgins, but most of all we've sampled the hospitality ourselves. It stinks, and everybody will tell you that. Don

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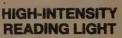
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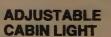


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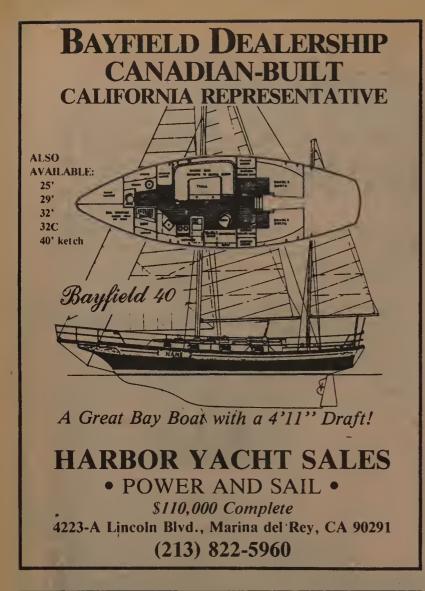
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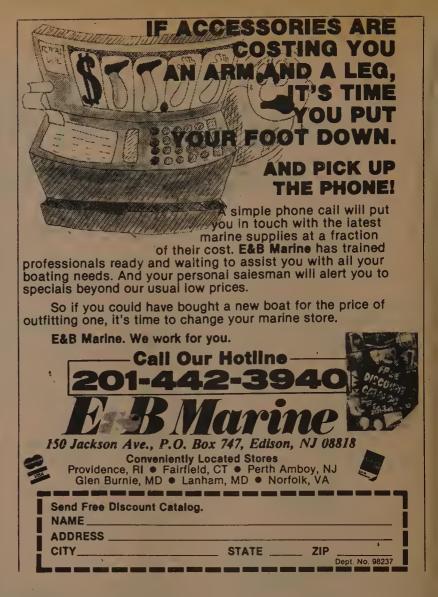
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Street, for example, wrote in the most recent issue of Yachting

The British Virgin Island's is a law and order area where the authorities still believe in hanging murderers. It is refreshing to know that there is no need to lock one's car; leaving the keys in the ignition is quite safe. Only the very careful pull the keys out of the ignition and thrown them underneath the seat.

The US Virgin Islands are different though. In Charlotte Amalie, St. Thomas, and Christiansted, St. Croix one encounters the law of the jungle. Murder, rape and beatings are not everyday occurences but common enough. Often, if the culprit is caught he is out on bail one or two days after he commits the crime and wanders loose for months before he is brought up to court. I advised you to do your business in Christiansted or Charlotte Amalie — then get out — the anchorages away from the town are relatively safe.

WOOD ARTS

The Center for Wood Arts, a non-profit educational corporation, is now offering new classes in traditional wooden boatbuilding. Parttime classes are on Saturdays and Mondays from 8:30 to 5:30, and cost \$100 per month.

Although the Center is known to readers of WoodenBoat through their articles on boatbuilding schools and through my articles on boatbuilding, many people still don't know about the school which

has been open for two years now.

Also, may I comment on the interview with Dawn Gaston? What a remarkable story. I have made several trans-oceanic sailboat crossings, some good and some horrible, so I could relate to some of the experiences that Dawn was trying to convey. I have met few at sea, including myself, who would have coped in the sensible manner that she did. My congratulations to Dawn as an A-1 human being.

P.S. The Center for Wood Arts is located at 201 Third St., San Rafael, telephone 459-8651.

□S-23

I am attempting to contact owners of Santa 23's with the intent of organizing a One-Design Racing Fleet throughout California. If you're interested, please write or call Mark Sundberg, 2715B Porter Street, Soquel, CA 95073, (408) 475-3209. This is my office phone, so just leave a message.

I have contacted the factory and subsequently several of the dealers and so far the response has been good. There are currently two events planned for this Spring, a "Spring Fling" on the North Shore, Lake Tahoe, and the Folsom Lake Regatta. Both are including the 23 as a one-design.

Mark Sundberg Soquel

—HELP SCOUT THE NOYO

On behalf of the Boy Scouts and Sea Scouts on the Mendocino Coast, I am writing to ask if any of your readers have three El Toro sails which they could donate for our use in Big River

The sailing club at Noyo has been dormant for some years, and we are trying to activate it on a shoe string budget. All donations are, of course, tax deductible. Thank you.

Norman de Vall Supervisor, 5th District

Norman - Since the El Toro class remains quite competitive in the Bay Area, we're sure readers have some old El Toro sails laying around. We're pretty sure some of our readers will take a little time during this holiday season to call you at (707) 937-0123 and help get



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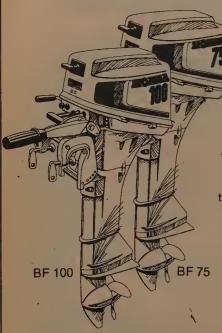


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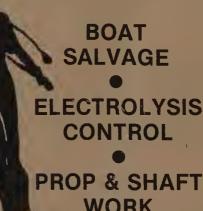
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LETTERS

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TIRED OF CLEANING HOUSE

We have a 38 ft. Alajuela cutter, and just moved aboard last February, having sold all our furniture, Apple, etc. All our worldly goods are on our boat, *Novia*, which is five years this month.

I am writing to tell women that living on our boat is great. We have hot and cold pressure water, heating, an excellent stereo system, refrigeration, color TV, hot shower, etc. We will soon have a fresh water unit, and compressor and generator that my husband Jim is building. He is great. I have everything and a whole lot more.

Our family is getting closer and we love to spend as much time together as possible. If you now are living in a house or apartment and have the chance to change your life, go for it. Instead of cleaning a house, you can go out and clean teak outside, or just row around and visit. Cruisers are a great bunch of people, and I thank all of them for welcoming us to a great way of life. We are now getting ready to go to Mexico in '83 season.

We are on our way. Hope you're all right behind us.

Terri, Jim & Dionne (10) Millett

□BECHTEL IN BRUNEI

Enclosed is an article from *The Asia Magazine* sent to me by my son Randy who works for Bechtel in Brunei. He tells me that piracy is common in this area.

Thanks for the best sailing magazine in the world.

Ken Hart Aurora Sacramento

The Asia Magazine has a story on a September 1981 incident in which the 64-foot steel ketch, Edna Maree, was attacked by a dozen men on a trawler. The ketch is owned by a Danish businessman living in Penang, Malaysia, and was being taken north to Phuket Island, Thailand, on a pleasure sail by her 33-year old Australian skipper, two Danish women and a 14-year old boy.

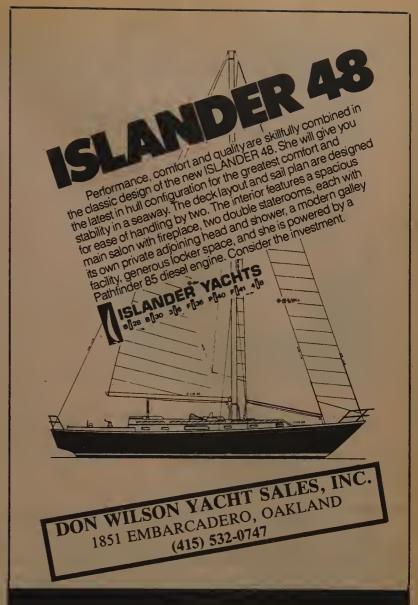
The vessel was attacked a little after 10 p.m., when the unlit trawler rammed her stern and several pirates jumped aboard. Skipper Jim Montgomery tried to fight off the first pirates, but had his hand nearly severed by a machete and stopped resisting.

The four sailors were then tied up and one of the women repeatedly raped. On the boat for an hour, and armed with machetes and one pistol, the pirates got away with about \$12,000 in electronic equipment, \$33 in cash, and a bunch of personal effect such as clothing and cassette tapes.

After the attack the women were able to navigate the Edna Maree through the tricky channel to Langkawi, where they were met by a helicopter from a nearby Royal Australian Air Force base. It was good fortune for the skipper, who was on the verge of bleeding to death. After microsurgery he was expected to be able to regain most of the use of his hand. He feels the area, however, is no longer safe for cruising.

Ken — Last month we had a Changes in Latitude report from folks who have been sailing the Hong Kong, Phillipines, Brunei and Singapore waters. One of the first things we asked them about was piracy. They acknowledged there was some, just as there are attacks and senseless murders in northern California. They never worried about getting mugged here, and consequently felt they shouldn't be worried about being attacked by pirates there. They are back in the area planning to spend more time in Brunei.

The April 1982 Commodore's Bulletin of the Seven Seas Cruising Association also featured a letter about an attack in this area. A cou-



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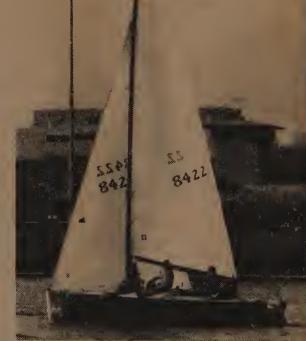
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LETTERS

ple by the name of Robert and Amporn Stevens have cruised the Thailand, Vietnam, Cambodia and Malaysia waters for the last 22 years and have been attacked six times. The most recent incident was in May 1979 when a large trawler pulled alongside, with six men about to jump on board and two others armed with carbines. As Mr. Steven puts it, "I caught them completely by surprise" putting 90 rounds from an AK-47 assault rifle into the pirates and their boat. "A dead enemy is the safest kind", he believes.

When the trawler departed in haste, they reluctantly decided to pick up a wounded member who had been left behind. Under the threat of being dumped back overboard, the pirate explained that the trawler was owned by a wealthy man in the area, and was an 'enforcement boat' to make sure all the local fishermen sold their catch to him at deflated prices. Chance encounters with refugee boats and

pleasure yachts were merely 'gravy' for the crew.

Mr. Stevens reports that all cruising boats should avoid the Gulf of Siam about five degrees north, as an estimated 3,000 refugees have been killed by pirates there since 1977 — this has been documented by the U.N. He recommends simply avoiding all areas where there are reports of pirates. As for himself and his wife, they don't plan to go cruising again until they have the money to leave the area entirely.

☐WE CAN IMAGINE ALL SITUATIONS AND HAVE SEEN MOST

I'd appreciate knowing where to go to read anchoring and moor-

ing rights as they apply to U.S. and other waters.

If you can imagine a situation where there are privately and publicly owned moorings established and removed at random times, coupled with yachts who moor or throw out and retrieve multiple anchors at random times, and then add to this anchors and moorings dragging at random times, you get a picture of why I get confused.

I've recently had a yachtsman move one of my two anchors although I was in the anchorage several months prior to him. Does he have rights over me now? Is he responsible for damage if my boat drags?

A few years ago in Lahaina, a yachtsman asked if he could establish a mooring close to my anchored boat. A couple of days later he was cautioning me not to bump into his boat. Was he right?

Some cruisers leave their anchor(s) down and go for a daysail leaving either their dinghy or float behind attached to their rode. Do they retain or loose their rights?

As more and more boats prefer to anchor or moor out due to crowded and expensive marinas, anchoring rights will become more and more important. Perhaps a word from *Latitude 38* will help to establish some order.

Mike Eberle Los Gatos

Mike — Depending on what specific area you're talking about (and this is just within the United States), anchoring and mooring areas can come under the jurisdiction of the state or federal government, state or federal parks, counties, cities, port districts, the military, private concessions, harbor districts, and who knows what else. Which is not to say other agencies don't also have a say in their regulations also.

For general information we'd refer you to Ensign Meyer of the Coast Guard Marine Safety Division, 273-7859. For specific answers you'll have to contact whoever has jurisdiction over the waters in question. Good luck, we're pretty certain you'll need it trying to sort out this large can of worms.



SYSTEMTHREE

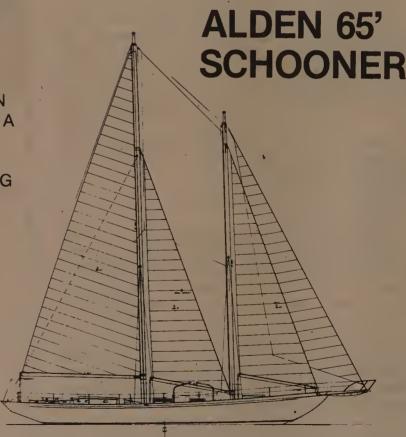
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OOSE LIPS

Down in the South Bay a boat dealer talks of a young gentleman who walked into his shop just a while back. On the basis of his scraggily beard and tattered clothes, the dealer at first suspected the fellow might be a shoplifter rather than a boat buyer. But darned if the guy didn't order a boat and sails that very day.

When asked how he'd like to finance the purchase, the young man reflected for a while and then decided that since he might "forget" to make the payments, perhaps he shouldn't finance the boat at all. He'd pay cash.

With that he counted out an appropriately huge stack of 100's. Long about mid-count, the impressed dealer asked, "By the way, what business are you in, anyway."

"Agriculture", he replied without missing a beat.

No doubt in 'modern' agriculture, as opposed to wheat, soybeans, and other traditional poverty crops.

Women to the bow.

If you're not convinced that women aren't becoming increasingly involved with sailing, consider this: On the weekend of November 6th and 7th, 35 members of Redwood City's Peninsula YC, Commodore Janet Lutus, cruised over to Alameda. The armada was led by Ruth Lincoln. Its specific destination? The Island YC, which installed Linda Rettie as Commodore on December the 4th. It leaves you to wonder what we'll have first, a woman President or a woman Commodore of the St. Francis.

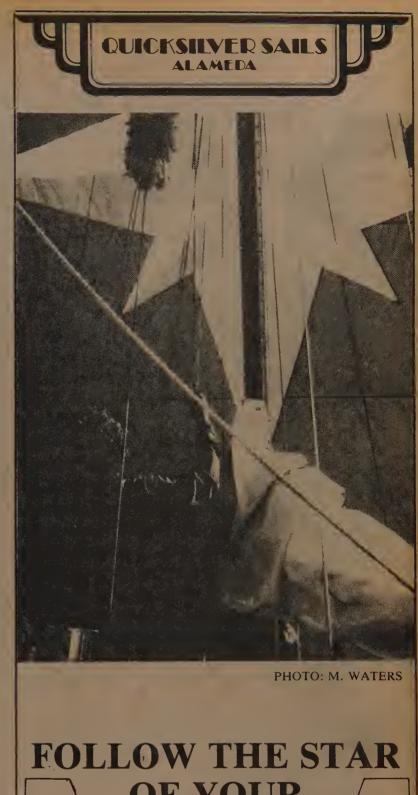
Travels with Stone Witch . . . On January 8, the 54-foot ferro cement topsail schooner Stone Witch leaves San Francisco bound for Micronesia with a stopover in Hawaii. Owner Alan Olson has been lining up a crew of eight who'll be onboard either all or part of the six month cruise/documentary film expedition. This is the same boat that took part in the Diablo Canyon protests, and part of her trip to Micronesia may include stops at islands used for nuclear testing. If you want more information, call Alan at (415) 431-4590 or see Stone Witch at Pier 33 in San Francisco.

Cruising notes . . .

In early December the Associated Press reported that three members of a Long Beach, California family had been rescued on a tiny and desolate Fijian sandbar by a Seventh-Day Adventist missionary. Robert Aros, 50, his wife Margaret, 31, and 17-year-old son Christian had to abandon their 36-ft sailboat on a passage from the Cook Islands to New Zealand when it struck a reef and sank four days out of Rarotonga. After salvaging five gallons of water and a dozen cans of food, they drifted for 25 days, covering 800 miles of ocean in their liferaft, before landing on Cikobia-i-Lau, a small parcel of land 150 miles north of Suva, Fiji. Sunburned and weak from being without food for two weeks, the three were flown to a Fiji hospital.

CME of the CMA.

The Department of Continuing Maritime Education of the California Maritime Academy has adjusted its 1983 educational objective to also include inshore, shallow water, and small craft operation. Prior to this time they have mostly been interested in offshore, ocean going maritime training.



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LOOSE LIPS

Recent political discussions in government indicate that mariners are going to have to do more to solve their problems and rely less on federal agencies. Accepting this, they have added several new courses and have revised some old ones so as to be more palatable to the sportsman and small boat operators.

In 1983 they will present courses in Basic Navigation and Piloting, Emergency Medical Training, Admiralty Law, Advanced Seamanship, and a Rules of the Road Seminar in cooperation with the U.S. Navy at Treasure Island.

Persons desiring additional information or requesting to be placed on their mailing list should call (707) 644-5601, ext. 331 or write to CMA/CME, P.O. Box 1392, Vallejo, CA 94590.

See Simon shape swiftly.

Simon Watts, a well known Vermont boatbuilder, furniture maker and writer, will lead eight students in a start-to-finish boatbuilding project starting January 10th. The group plans to complete and launch the lapstrake rowing boat in just seven days. If you want to watch them shape planks and steam ribs, then call Jon Lopez at The Cutting Edge, 1836-4th Street, Berkeley, CA 94710, (415) 548-6011.

Mail call.

If Mr. C.J. White is out there, the International Ferrocement Information Center, Asian Institute of Technology, Bangkok, Thailand has sent a letter to you care of us. Apparently it's important, because it cost \$7.50 in postage. Please contact us so we can send this 'imported' letter to your mailbox.

BOC Round the World Race.

As we went to press, the first two boats to finish the second leg of the Boc singlehanded round-the-world race had arrived in Sydney, Australia. The French boat *Credit Agricole*, sailed by Philippe Jeantot, reached port on the 18th of December after a record run from Capetown averaging 192 miles a day for a passage time of only 35 days and 9 hours.

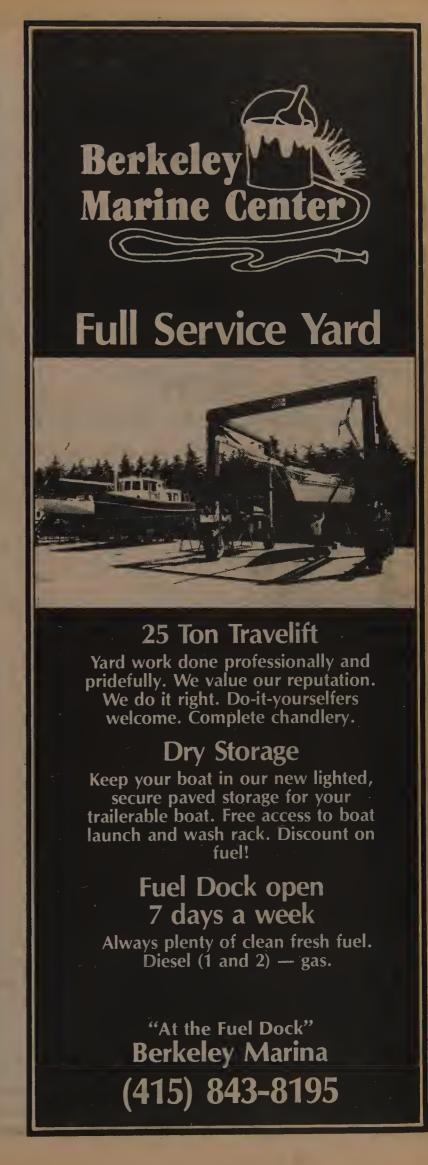
Less than a day behind him was Gipsy Moth V, sailed by the British yachtsman, Desmond Hampton, but the Gipsy Moth never made it into port. Reports suggest that the skipper may have been asleep when the boat made landfall, fetching up on the rocks off the New South Wales Coast. The boat broke up, but fortunately her skipper was unharmed.

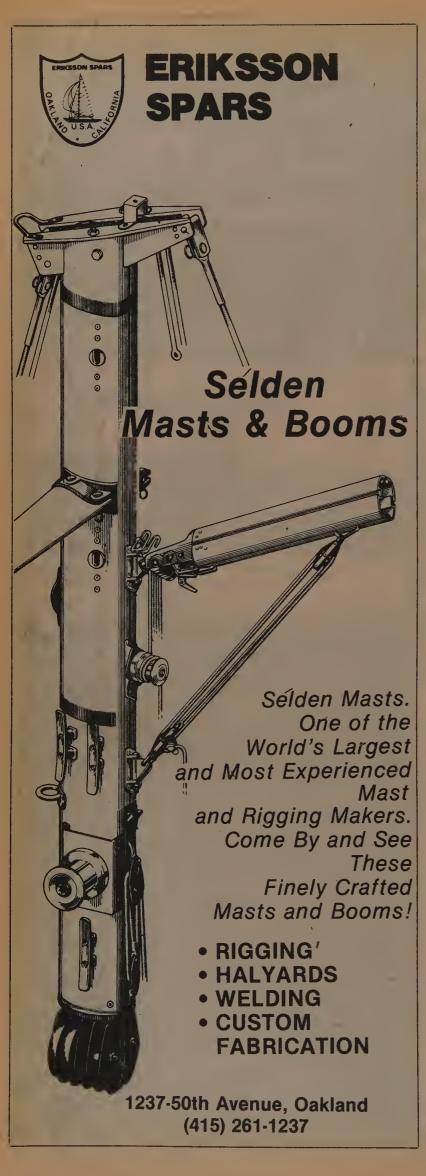
Only two Americans remain in the race at this time: Dan Byrne in Fantasy, and Francis Stokes whose 40-ft sloop had earlier been battered by severe weather. Another American, Tony Lush, apparently lost control coming off a giant wave soon after leaving Capetown. He was rescued by another competitor, but his boat Lady Pepperell was lost. The second competitor to reach Sydney, on December 21, was Bertie Reed in the South African Sloop Voortrekker.

We'll have a full report in the February issue.

B.S. Compromise.

There may be a compromise in the great Olympic boardsailing controversy which has been raging for more than a year now. The Olympic Organizing Committee in Los Angeles, site of the 1984 Games, and the secretary-general of the International Yacht Racing







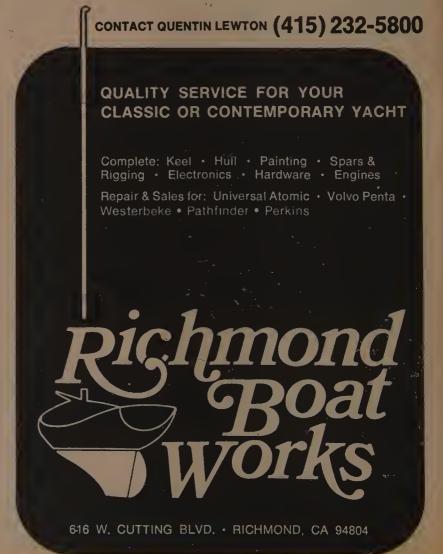
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LOOSE LIPS

Union (IYRU) have both agreed to include a demonstration event apart from the standard triangle racing. That leaves room for using both the Windglider board, made in Germany and chosen originally by the IYRU for the Games, and the Windsurfer, made in Torrance. California.

Hoyle Schweitzer, head of Windsurfer International and holder of the patent for the free sail system, has waged a running battle over the selection of the Windglider. The main problem was that he had not licensed the Windglider in the U.S., so if it were used in the L.A. Olympics, i.e. in his own backyard, Schweitzer would look pretty ridiculous, especially to those whom he had licensed.

Under the compromise, which still has to be approved by the International Olympic Committee at their January meeting, Windgliders would be used for the triangle racing. Windsurfers would be used for the demonstration events, including long distance, wave riding and freestyle competition. Selections would probably be run like the soccer or hockey events, with interested countries sending sailors to qualifying events, from which 32 finalists would emerge. The final group would then compete during the Games. There would also be no medals for the winners of the demo event. There are other demonstration events planned for the games, such as tennis, so the idea just might make it.

Of course, you might ask, isn't this coercion on the part of Windsurfing International? If they don't get their way, then there would be no boardsailing at all. Ah, but you forget, the essence of the Olympic Games as we know them is politics and coercion. Or have you forgotten Mexico, Munich and Moscow? That's the way the Games are being played these days.

One small step for Andy . . .

In the fall of 1957, twenty-five years ago, a young group of Polish adventurers crossed the Baltic Sea on a log raft. The skipper was 21-year old Andrew Urbanczyk, now known as the Equatorial Challenger. His crew included Kistka, the radio operator, Fishbach, the medic, and Breit, the journalist. The latter, Czeslaw Breit, died a tragic death in Poland and it is to his memory that Andrew dedicates this remembrance.

"Now, after a guarter of a century I can say that this was something like Neil Armstrong's 'small step'," says Andy. The expedition, the first notable post-war sailing event in Poland, covered 500-miles. The raft consisted of six fir logs, each two-ft. in diameter, connected by manila ropes. The craft carried three sails. In the intervening years, Andy has covered 50,000-sea miles, including a sailing escape from Poland, a story he has yet to tell his reading public.

A taste of the 12's.

If you haven't got \$4 million to pop for a state of the art 12 Meter, maybe you can settle for a mini 12. These 9'11", 300 pound lookalikes are the rage in Germany, where a potential 12 Meter syndicate has been using them as training vessels. They're cute little buggers with tiny rod rigging and a full complement of sails, including genoa and spinnaker. Instead of a wheel or tiller you steer with your feet. You can see one of these mini 12's at the Moscone Boat Show, January 7-19. Svendsen's Boat Works in Alameda plans to import them and get a fleet of ten or twelve racing on the Estuary. Now all we need is someone to put up a cup to race for.

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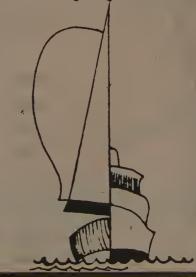
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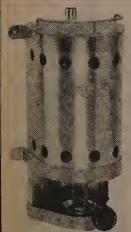
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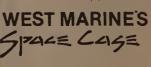


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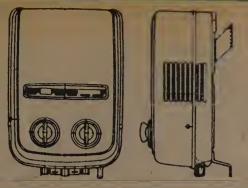


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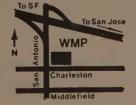
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islander bahamas trying to get going again

And not just during this afternoon photo shoot off the Ballena Bay Seawall, but as an active Bay class. The Islander 24-ft. Bah'ama was one of the first Islander models, and was once a strong class on the Bay. Like many of the old classes it withered with the years, but is now being revitalized by new blood on the bay.

Enough interest was generated during the revitalized class' first meeting in November to 1. apply for a one-design start during the YRA Bay season, and 2. create a calendar of social and cruising activities for the year. According to John Super, who took the super photo above, the revived class already has sixteen "paid" members, eight of them whom intend to race during the summer season.

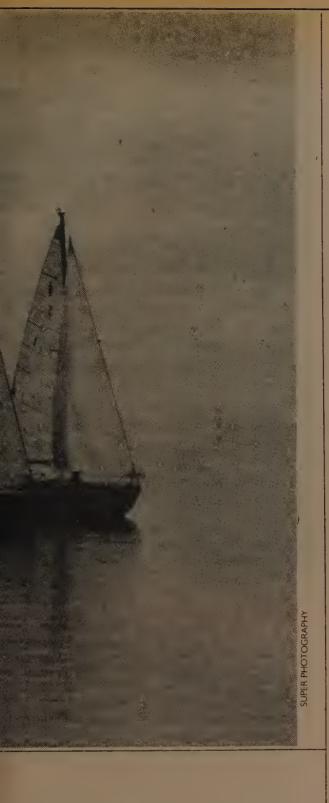
That's an excellent start for the class, but naturally they'd like to get all Bahama 24 owners in on the act, as well as interest other folks who are looking to buy a moderately priced (there was one in our October *Classy Classifieds* for \$6,700), reasonably-sized boat for San Francisco Bay. If you're interested, give one of the class officers a jingle: President Denis

cont'd on next sightings page

boat

January is boat show month in San Francisco. Both the International Boat Show at the Moscone Center and the S.F. Sports & Boat Show at the Cow Palace will run January 7-16. Both shows pledge to have everything for the hull thumper as well as the discriminating yachtsman or woman, from sailboats to luxury yachts, with all the geegaws and accessories you'd need to sail them with. Here's a rundown of what each event will feature.

The Cow Palace show, which is now in its



shows

41st year, has a variety of displays, most of which will be boats. Planning to be there are 22 brands of sailboards, dinghy sailboats from Sailnetics, Banshee, Sea Crown, West Wight Potter, HPS, Snark and Holder. James Garner of "Rockford Files" fame will introduce a new catamaran called the Lark. There will also be catamarans made by Hobie, Nacra and Sea Spray, as well as inflatable types from Germany. Sailboat lines include Catalina (15 models), Hunter, Morgan, US Yachts, Merit, Gulfstar, Capitol, W.D. Schock, Speed Sailor,

cont'd center of next sightings page

islander - cont'd

Neuman at 572-0361; Secretary John Lincoln at (408) 727-9480, or Race Chairman John Super at 626-8210.

And while we're on the subject of one design class racing, over 30 classes have signed up for the 1983 season. Besides the Islander Bahamas, other new classes are the Newport 28's, Olson 30's and Moore 24's. The new officers for the One-Design Class Association (ODCA) are: Ken Jesmore (I 28), president; Ed English (J24), vice president; Dick Aronoff (Newport 30), secretary; Tom Allen (IOD), treasurer; Garry Manners (R 23), membership; Earline Tankersley (Cal 25), regatta.

sailing classes 1983

The new year brings you more free Coast Guard Auxiliary and Power Squadron courses on safe boating. Many bay sailors have gotten their start with these free classes (there is a nominal fee for instruction manuals).

With the Auxiliary, you can take either the Boating Skills and Seamanship (BS&S) course, which runs 6 to 13 weeks, or the Principles of Sailing (SAIL) class, which lasts 13 sessions. If you want, take both. BS&S covers marlinspike, seamanship, maneuvering, aids to navigation, rules of the road, charts and compass, legal requirements and weather. SAIL covers basic sailboat handling, sailing terminology, lines and knots, rough weather procedures and handling emergency situations. Classes meet once a week, usually at 7:30 p.m. For additional information, contact the Director of Auxiliary Office, Government Island, Alameda, CA 94501, or phone (415) 273-6193.

City	Date	Contact	Phone	Class
Alameda	Jan. 12	Betty Oakey	(415) 523-8090	BS&S
Alameda	Mar. 1	John Kartychak	(415) 525-6111	BS&S
Antioch	Sept. 1	John R. Morris	(415) 684-2041	BS&S
Brentwood	Jan. 6	John R. Morris	(415) 684-2041	BS&S
Byron	Feb. 16	John R. Morris	(415) 648-2041	BS&S
Carmichael	Jan. 26	Harvey Coleman	(916) 962-1696	SAIL
Eureka	Feb. 9	George Fini	(707) 442-7709	BS&S
Fairfield	Jan. 12	Len Friesz	(707) 422-6302	BS&S
Fort Bragg	Feb. 28	Therman Sprock	(707) 932-4359	BS&S
Merced	Feb. 1	Suzy Kreps	(209) 722-5962	BS&S
Modesto	Feb. 3	Elmer Abel	(209) 634-4712	BS&S
Modesto	Feb. 3	Elmer Abel	(209) 634-4712	SAIL
Moss Land.	Apr. 27	Ed Cassel	(408) 724-4483	BS&S
Moss Land.	Sept. 14	Ed Casse	(408) 724-4483	BS&S
Napa	Jan. 17	Dorthea Clayton	(707) 226-5264	BS&S
Napa	Apr. 11	Dorthea Clayton	(707) 226-5264	SAIL
Oakland	Mar. 29	Robert McCarthy	(415) 832-6446	SAIL
Oakland	Jan. 4	Robert McCarthy	(415) 832-6446	SAIL
Oakland	Mar. 29	Robert McCarthy	(415) 832-6446	BS&S
Oakland	June 21	Robert McCarthy	(415) 832-6446	SAIL
Oakland	June 21	Robert McCarthy	(415) 832-6446	BS&S
Oakland	Jan. 4	Robert McCarthy	(415) 832-6446	BS&S
San Mateo	Jan. 20	Andrew Abbott	(415) 342-6272	SAIL
San Mateo	US Nat'l	Audrey Dummit	(415) 349-5719	BS&S
SanLean.	Jan. 19	Vivian Siegfried	(415) 483-8491	BS&S
SanLean.	Sept. 7	Vivian Siegfried	(415) 483-8491	SAIL
Santa Rosa	Feb. 10	Larry Kubo	(707) 525-1400	BS&S
Sausalito	March 1	Vince McCarthy	(415) 456-9303	SAIL
S.SanFran.	Feb. 10	Terrance Linnell	(415) 873-5503	BS&S
S.San Fran.	Feb. 10	Terrance Linnell	(415) 873-5503	SAIL
Vallejo	Jan. 17	William Bennett	(707) 644-9197	SAIL
Vallejo	Jan. 17	W.Bennett	(707) 644-9197	BS&S
Walnut Crk	Jan. 19		(415) 937-1530	BS&S

The Power Squadron courses, which runs for up to 12 weekly sessions, cont'd on next sightings page

classes - cont'd

also cover the fundamentals which apply to both sail and power boats. Areas covered include handling under normal and adverse conditions, seamanship and common emergencies, rules of the road, aids to navigation, compass and chart familiarization, running lights, trailering, and compass and piloting. For further information, contact the USPS at (415) 273-6193.

Larkspur	Jan. 18	James Carey	(415) 454-2956
Martinez	Jan. 25	David Beyer	(415) 932-1594
. Napa	Feb. 9	Fred Dickey	(707) 644-6895
Novato	Jan. 20	James Carey	(415) 454-2956
Oakland**	Feb. 3	C. Petersen, Jr.	(415) 655-2454
Sacto (No.)	Feb. 1	Harry Valentine	(916) 489-1359
Sacto (So.)	Feb. 3	Harry Valentine	(916) 489-1359
San Fran.	Feb. 8	Jim Short	(415) 346-0494
SanLean.	Jan. 27	Bob Magatagan	(415) 538-8332
San Mateo	Feb. 9	Jim Konig	(415) 365-DORY
San Rafael	Jan. 19	James Carey	(415) 454-2956
Santa Clara	Feb. 2	Don Hardy	(408) 356-7037
Santa Rosa	Jan. 13	T. McCarthy	(707) 525-1091
Stockton	Jan. 26 🔪	Jim Kelley	(209) 465-1630
Vallejo	Feb. 8	Fred Dickey	(707) 644-6895
Walnut Crk	Jan. 27	David Beyer	(415) 932-1594
*Includes Alam	eda and Ber	keley.	

pigeon project

You might want to think twice the next time you try and run down a pigeon on the street or curse one for dumping on your varnished deck. If you're ever floating on the bay or off the coast after your boat's gone down, it may be a pigeon that will spot you and direct the Coast Guard to your rescue. Recently, the Coasties conducted a series of tests off Half Moon Bay called "Project Sea Hunt", aka the "pigeon project".



The guy who came up with the idea of using pigeons in search and rescue (SAR) operations is Jim Simmons, who works for the Naval Oceans Systems Center in San Diego. He started working on the project seven years ago and was here for the tests. He says the results from these exercises, along with data accumulated over the past seven years, will be presented to the big brass in Washington, D.C., for a decision as to whether to continue with the project or not. Jim knows it works, and he just hopes those who evaluate the data will be able to realize that as well.

Basically, Project Sea Hunt involves using pigeons trained to spot red, cont'd on next sightings page



boat shows

Lancer, Sea Dory, Sea Star, the Sonoma 30, the Mull 30, Starwind, Mac Gregor, F3 and more. Of special note are the Gulfstar 50, queen of the show, the new 33-foot X-102 (3/4 Ton world champion), the 46-foot Sea Star, and the new Hunter 34.

The Cow Palace Show has become known as more than just a boat show, so while you're checking out the latest foul weather gear, the kids can go look at the display of 23 varieties of sporting breed dogs, the ping pong exhibition featuring international champions, or the casting pond. You yourself might even want to check out the fishing, hunting or camping exhibits as well.

Price of admission is \$4 for adults, \$1 for kids 12 and under. There's ample parking next to the Cow Palace. The show opens at 1 pm on weekdays, 11 am on Saturday and Sunday. Closing time is 10:30 pm except for Sunday, when the lights go out at 7 pm. For more information, call (415) 931-2500.

This will be the second Northern California Marine Association (NCMA) sponsored Moscone Boat Show. Last year's version,



Spreading sails at the Cow Palace.

- cont'd

which was the first public exhibition in the new hall, utilized roughly 2/3's of the space available. This year they've lined up enough exhibitors to fill the entire hall, showcasing over \$10 million in exhibits representing more than 300 manufacturers.

To date, the list of sailboats includes: Express 27; Cal 35, 39; O'Day 30, 39; Ericson 28, 30, 35; J 24, 29; Cape Dory 25 and Carib Dory; Fast Passage 39, Lancer 40, 45; Hobie 33; Olson 30, 40; S&S 40; Laser, Laser II; 25' MacGregor; two 16' Wing Dinghies; Hunter 34; Morgan 45; Sea Horse 31; Mirror Dinghy; Prindle Catamaran 15, 16, 18; Islander 30, 36; Windfast 32 catamaran; Etchells 22; Windsurfers and many other sailboard brands; C&C 37; Pearson 37, 42; West Wight Potter; Crealock 37; Orion 27; Flicka 20; Island Gypsy 30; Irwin 41; S-2 9.2; Wilderness 26; Irwin 34; and Dufour 31.

The show will also feature an active program of seminars and movies. Laurie Smith of Horizon Charters will discuss "Owning a Yacht for Charter" on January 9th, 3 pm, and Jan. 16 at 3 pm. Kame Richards of Richards & van Heeckeren sailmakers will

cont'd center of next sightings page

pigeons - cont'd

yellow and orange objects, like life jackets and foul weather gear. Simmons, who's trained in bird studies, knew that pigeons are very good at focusing in on a large field of vision. The best way to explain that is to say if you or I were to look at a chart on the wall, we could only read one or two words at a time. Pigeons, if they could read (who are we to say they can't?), would be able to read the whole chart. Scientific studies show that humans have a range of focus of 2.5%, while pigeons score in the 60 to 70% range. A helicopter pilot or a spotter in a plane, therefore, is a very inefficient tool for locating a floating body in a wide open sea. To cover such an expanse, the human eye has to focus and refocus many times, which is not only slow but tiring. A pigeon, though, can take in a wide view very quickly.

After six to eight months of training, the pigeons are ready for flight. They're strapped into little fiberglass and velcro "flight suits" and three of them are placed inside a plexiglass bubble. They ride under the SAR helicopter at a height of 300 feet and a speed of 70 knots. Each one of the birds has a 120° sector to cover and when they spot a red, yellow or orange object, they press a lever, which trips an electrical switch and notifies the pilot and crewmember. When they confirm that the object really is there, the pigeon gets to eat out of a food tray for a set length of time. Then the tray closes up and the pigeon resumes looking. The birds are kept at 80% of their normal body weight, which gives them incentive to work for food but doesn't impair their ability to function.

So far the pigeons have been used mostly in tests, but they were used in real SAR's twice, once with disastrous results that were in no way due to the birds. In 1979, some people were lost in a Boston Whaler in the channel between Maui and Hawaii. The first day out the pigeons spotted some debris, but the second day the helicopter had to make an emergency landing. The poor birds were wiped out. The second time they were used was this past summer when the Coast Guard air station at SFO went out looking for a boat. The pigeons found an orange gas can.

Simmons has determined that the pigeons are 86% accurate, while humans score more like 15 to 20%. That's why he thinks the program could be beneficial. Lt. Thomas Vanak, the public affairs officer for the CG air station, says there was some scepticism at first, but once they found out what the birds could do the SAR folks warmed up to them. "They're like any equipment," he says. "When they work, they're great."

Vanak and Simmons also wanted the boating public to know that when they do go out sailing, either offshore or on the bay, to have emergency gear that is easily spotted from the air. If the pigeon project takes off, be sure to wear orange, yellow or red. Better to be a live pigeon than a dead duck.

inversion, submersion and the multihull

If you want to stay dry, stay home. Sailing is a water sport, and water has a way of getting even the most experienced sailor's feet wet. Walter Greene, for example, recognized by many multihull types as *el primo* in his field.

Walter managed to flip his trimaran, Gonzo, on his way to the Route du Rhum race earlier this year (apparently in 50 knot winds and under bare poles), and wound up voicing some harsh thoughts about boats that have more hulls than masts. "We're kidding ourselves thinking the trimaran's safe," he said. "It's not going to drown you, but it sure isn't the safe thing to be sailing around the North Atlantic in."

Are multihulls really the people-killers that some folks claim? The controversy rages back and forth-between *Multihull*-and *Yachting*-magazines, and even within Walter Greene's own mind — after damning them he decided to race in the Route du Rhum anyway in a chartered tri.

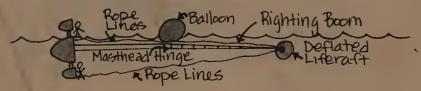
In the meantime, what do you do if your multihull pitchpoles itself into a

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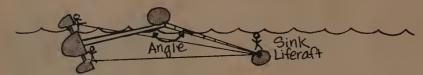
multihulls - cont'd

turtle mode? Once inverted, multihulls have a way of staying that way. How do you get 'em up again? Tony Maris, of Folsom, has some thoughts on the subject:

- 1. Wait until the storm passes (an inverted multihull makes a fair to moderate life raft).
- 2. Because you had the foresight always to carry some sort of inflatable balloon at the top of your mast (doesn't everyone?), you inflate it with a bottle of compressed gas to get the mast up to sea level.
- 3. You now jump out with your Righting Boom and attach its hinge to the masthead. What's a Righting Boom, you say? Why, that's the telescopic spar you've been carrying that, fully extended, equals the length of your mast plus your freeboard.



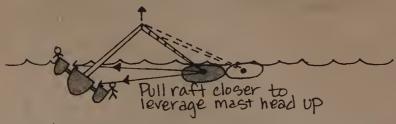
- 4. Attach a deflated liferaft to the outboard end of the Righting Boom.
- 5. Now attach lines from the outboard end of the Righting Boom to crew at the fore and aft ends of the boat. Sink the liferaft while pulling on the lines to induce an angle between the mast and the Righting Boom.



6. After a significant angle has been created, secure the lines. Inflate the liferaft with a trip line . . . and it should leverage the masthead out of the water.



7. Continue pulling on the lines to pull the liferaft closer to the boat, all the time raising the masthead higher and higher.



At some point, hopefully (Tony says), the boat should reach an orientation that will let the thing right itself. "Let the troughs and crests of the waves help

cont'd on next sightings page

boat shows

talk about "Tides and Currents on S.F. Bay" on Jan. 8 at 1:30 pm and Jan. 15 at 1:30 pm. Speaking on "Life Raft Safety" is Tom Martin of Seagull Marine on Jan. 7 at 7 pm, Jan. 8 at 3 pm, Jan. 14 at 3 pm and Jan. 15 at 2 pm. Dee Smith of Horizon Sails will expound on "Sail Control and Trim" on Jan. 7 at 8 pm and Jan. 15 at 11:30 am. Naval architect Gary Mull is slated to discuss "Quality: How to Look for it and Where to Find it" at Jan. 8, 7 pm. Bill Stevens, a yacht charterer from Annapolis, MD, will talk about his new Baja charter operation (times to be announced). World travelers Don and Joanne Sandstrom plan to give a slide show and present "On the Level-Around the World" on Jan. 8 at 4 pm and Jan. 14 at 7

Movies include Bernard Moitessier's "The Long Way" about his solo circumnavigation

if rozelle can do it,

Football commissioner Pete Rozelle's recent crackdown on foul play in the NFL coincided neatly with the U.S. Yacht Racing Union's (USYRU) suspension of a young New York sailor for cheating. Both actions evoke the response: "Great! What took them so long?"

M. Pede Dickey of Oyster Bay, N.Y., was the object of the USYRU's action. During last July's 420 Nationals in Newport, R.I., Dickey changed jibs for the last race of the series. Class rules clearly state that only one set of sails may be used during a regatta except to replace a damaged sail. A competitor filed a protest against Dickey, a former College Sailor of the Year and a budding U.S. contender for the 1984 Olympics. The protest committee threw him out of the regatta

ior

Richmond YC will host a new IOR midwinter regatta on February 19-20. Conceived of as a fun regatta, there will be two races Saturday and one Sunday, with an IOR sponsored party on Saturday night and a RYC sponsored gin fizz breakfast Sunday morning. Contestants may berth at RYC for the night. All IOR boats are eligible to compete, as are any members of a one design

cont'd

on Jan. 9 at 1 pm, Jan. 12 at 7 pm and Jan. 15 at 3 pm; a new Warren Miller release on sailing in America; and possibly a film on Aussie 18 racing. There will be one of the three man speedster Aussie 18's on display at the show, as well as a Chris Benedict International 14, another fast dinghy.

You can get to the Moscone Center at 3rd and Howard Streets in San Francisco by BART or Muni. Parking is available nearby, with a full paved lot across the street from the main entrance. Show hours are noon to 10 pm on weekdays, 10 am to 10 pm on Saturday and 10 am to 6 pm on Sunday. Admission is \$4 for adults, \$1 for 6 to 12 year olds, and free for toddlers. Discount coupons are available from participating marine dealers. For further information, call (415) 436-4664.

See you at the shows!

so can usyru

and reported the incident to the USYRU. who felt compelled to suspend Dickey for six months, from December 1, 1982 through May 31, 1983.

Only someone with their head in the bilge would be unaware of the cheating that goes on in sailboat racing. The measurement scandal at the 1981 SORC with the resulting disqualification of two of the top three boats and their owners was the first public airing of the problem. Dickey's suspension hits at the smaller boat sector of the sport. Dickey's crime was no worse than many other sailors have committed both on and off the race course. The USYRU hopes their action in the case will make it clear that such behaviour will no longer be tolerated. So do we.

midwinters

fleet that has at least one IOR certificate amongst them. Entry fee is \$25, and if you race IOR divisions A, B, C or D or ocean division 1 or 2, you'll get an entry form in the mail. If not, get in touch with race chairman Gary Clifford, c/o Richmond YC, P.O. Box 295, Pt. Richmond, Ca. 94807, or call (415) 233-9833. Deadline for entry is February 1st.

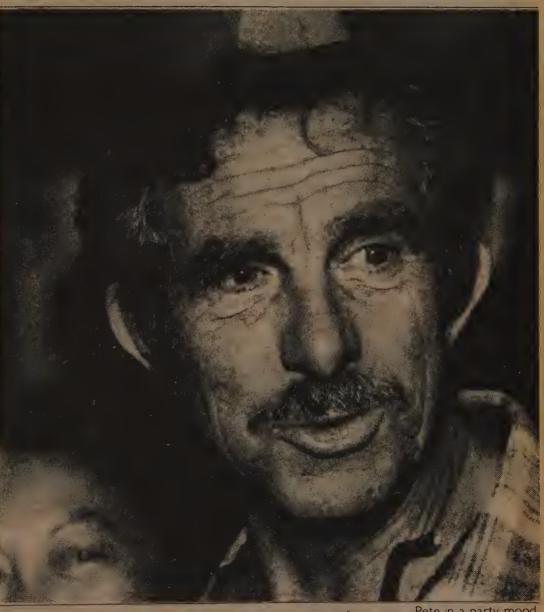
multihulls - cont'd

you," he adds.

There are no guarantees this method will work, except when dismasted and it's guaranteed not to. But if you're sitting out there with more hulls to the sky than Walter Greene alternately feels is wise/not wise, why not give it a shot.

peter's 30th

To celebrate 30 years of sailmaking, Peter "The Old Fart Himself" Sutter gave a party on December 1st at his Sausalito loft. Two hundred folks showed up, including over 15 of his former employees. Peter says he had so much



Pete in a party mood

fun he's thinking of having a party every year. For sure he'll throw one on his 50th anniversary, so mark it down on your calendar.

Speaking of sailmakers, sailors on the bay used to say "Flutter with Sutter, stitch with Mitchell (Al Mitchell's loft in Sausalito) or red threads by Ted (Hood of Massachusetts)". Since then there have been other sailmaker slogans, such as "Fast rags come in blue bags" (North Sails). The best one, though, had to be "Sail with a Hard on" that New York's Hard Sails used for a while. If I remember correctly, it even ran in a magazine ad once, but was yanked shortly thereafter (so to speak).



dock talk

We've been trying to keep tabs on what's going on with new and old boats around the bay. Here's what we picked up the last month.

Rod Park, who used to own the big, red ULDB Panache, designed by Bill Lee, launched his new Santa Cruz 40, Lee's latest effort, in December. Called Shaman, this is hull #5 and Rod has serious Transpac plans. He got all the deluxe gear, like Loran, SatNav, Weatherfax, SSB and Brooks Gatehouse instrumentation package. Rod's always been a stickler for simplicity and he fully expects the battery to die at some point, but he realizes you need all that stuff to be competitive these days. He also got a custom triple spreader rig with double running backstay by Hulse-Chrisman rather than the stock rig.

cont'd on next sightings page

hurricane

On November 23, Hurricane Iwa hit Hawaii with a ferocity and suddenness that took the islanders by surprise. Hardest hit was the island of Kauai, where 60 boats either sank or broke up during the eight hours of 110 mph winds. Striking from the south, the storm destroyed 44 out of 45 boats in Port Allen; the lone survivor escaped by circling in the middle of the harbor. At Nawiliwili Harbor on the east side of the island, 15 boats over 20 feet sank, and the clubhouse of the Nawiliwili YC, finishing

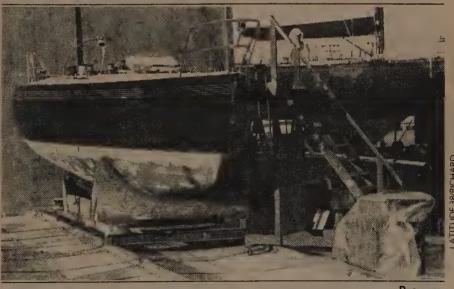
dock talk - cont'd

Shaman was still being rated when we talked to Rod, but he expects it to come in about 40.0 feet, a foot or two less than the first Santa Cruz 40 rated. His mast is about 6" further aft than the original, which gives him a bit of weather helm for feel. He's got a bigger and heavier engine than the stock boat as well, which helps knock the rating down a bit. Shaman will race in the remaining Golden Gate YC midwinters and the spring Danforth series in the new IOR ULDB division before heading south for the L.A. to Honolulu Transpac.

Planning to head east on January 1st is Monroe Wingate's Serendipity 43 Scarlett O'Hara, where she'll compete in the Southern Ocean Racing Circuit (SORC). If all goes well, she could win a berth on the prestigious Admiral's Cup team that goes to England in the fall. Selection will require some good sailing, but Scarlett will have some of the bay's best onboard. According to Dee Smith, who'll serve as tactician, the list includes Chris Corlett on the helm, Skip Allan navigating, Mark Olsen, Dave Hulse, Chuck Bonovich, Brian Ebert, Billy Brandt, Ron Wise, Mike Smith and Peter Daly, along with owner Wingate.

Meanwhile, back in the boat yard, Irv Loube's *Bravura*, which had a great year in 1982, has been stripped out except for the engine and is being completely rebuilt by Ron Bartkowski in Richmond. The boat has suffered structural problems over the years and they plan to make her lighter and stronger with maybe a bit more lead in the keel for increased stability.

The Frers 40 twins from Richmond, Jim Mizell's *High Risk* and Laurie Timpson's *Flasher*, are involved in an extensive boat/sail/crew weight testing program under the direction of sailmaker Jim DeWitt. They recently pulled 1000 pounds of internal ballast out of *High Risk* with a resulting decrease in rating of .3 foot. They'll sail the boats against each other to see what difference that makes and then presumably take the same weight out of *Flasher*. Naval architect Bob Smith is also working on redoing some of the interior structure for added strength. The pair, based on the world class boats *Acadia* and *Hitchiker*, haven't proven as fast as their prototypes, and it may take a while to get them up to speed.



Bravura.

The bay's big big boats, Sy Kleinman's 58-foot Swiftsure, Dave Fenix's 55-foot Bull Frog and Clay Bernard's 50-foot Great Fun are undergoing maintenance and cosmetic changes this winter. Steve Taft, who drove for Fenix much of last summer, says most of the work on the Frog is warranty stuff, like replacing 300 hose clamps that are rusting off! The prop lock also needs replacing for the same reason. The Green Machine's kinky mast, bent at last year's Clipper Cup in Hawaii, is being replaced by a Hulse-Chrisman model.

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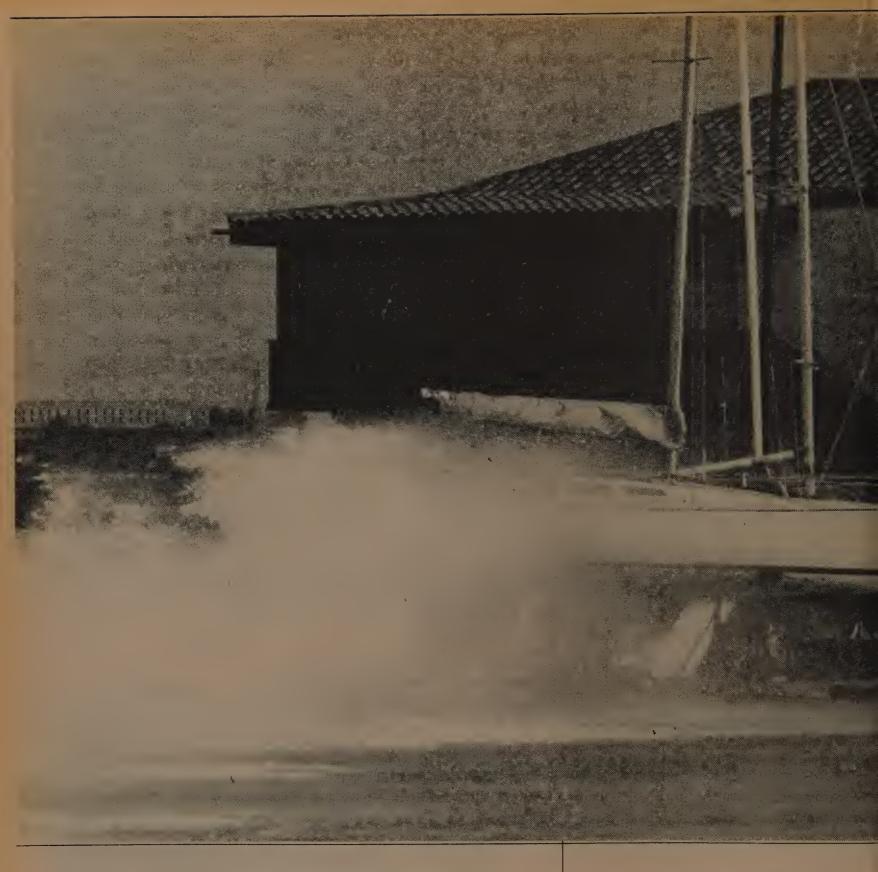


iwa

spot for the biennial S.F. to Kauai Transpac race, was blown away.

There was little advance warning about the storm. According to Julia Neal of the Garden Island newspaper, the weather service posted a hurricane watch at 11 pm on Monday, November 22. Nine hours later a hurricane warning went out, but by then the storm was already there. Fortunately, no one died on Kauai, although one out of every eight homes was destroyed. The storm

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dock talk - cont'd

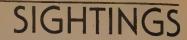
Taft is also working with some of the new boats due on the bay. He's coordinating with owner Bil Twist and his new Peterson 41, as yet unnamed. They'll take delivery in L.A. and sail the midwinters down there in February. Then they'll come north and race for the St. Francis YC against Big Boat Series winner *Clockwork*, Lee Otterson's San Francisco YC entry for the San Francisco Cup in March.

Less is known about *Charlie*, the Ron Holland Transpac maxi that launched December 20th in San Diego. Taft has been involved with the Joe Keenan/Nolan Bushnell/Bruce Munro project for over a year now. Ron Holland designed the 67-footer, making it an IOR version of Transpac record holder *Merlin*. Bill Lee, who designed the latter, served as consultant to cont'd on next sightings page

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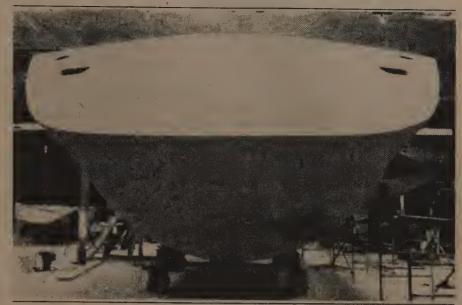
interrupted fresh water service for two to three days and electricity for a week.

Carl Stepath, owner of the Nawiliwili Marine and commodore of the Nawiliwili YC, missed the storm himself. He was laid up in a hospital with a suspected case of appendicitis (a false alarm). When he got out, he reports that that storm literally blew parts of the harbor away — boats, slips and breakwaters. Much of the damage occurred when boats adrift slammed into boats which were still anchored or tied up. Some of the damaged boats at Nawiliwili were: Roger



dock talk - cont'd

Holland for *Charlie*, which will rate 70.0 feet, max for the race to Honolulu. there's word that Dennis Choate of southern Caliofornia is also building a maxi rater for the Transpac, with Bruce Nelson doing the designing. These two might replace *Merlin* and *Drifter* (who'll require major surgery to get down to 70.0 ft of rating) as the fleet leaders in the race to mai tai land.



Charlie looks like she could use tail lights.

moitessier relief fund

The debacle at Cabo San Lucas (described elsewhere in this issue) has created an outpouring of concern over the fate of those who lost boats on the beach. Specifically, people want to help Bernard Moitessier, the Vietnamese/French adventurer/writer/world citizen who had just spent two years on the Sausalito waterfront. Within a week of the storm which trashed Bernard's 40-foot steel ketch *Joshua*, folks in the bay area set up a relief fund

Work has already begun on a new 33-foot steel boat for Bernard at Richmond's Sanford Wood Marina. Someone donated \$2,000 for steel to start the project, a John Hutton design. The Moscone Boat Show will have three benefit showings of Bernard's movie "The Long Way" about his 37,000 mile globe trotting sail on Joshua. Show times are Sunday, January 9th at 1 pm with an introduction by weatherman/sailor Bob Marshall; Wednesday, January 12th at 7 pm with an intro by boating writer Kimball Livington; and Saturday January 15th at 3 pm with opening remarks by notable bay area yachtsman Dave Allen. Also on sale at the movies will be Matt Herron's pictures of Joshua leaving for Cabo.

Why this great display of emotion for Bernard? As Mary Crowley of Ocean Voyages in Sausalito puts it: "Bernard is a very special person. He's touched a lot of people with his writings about his adventures. He's become sort of a symbol of the independent spirit and his mission in life is to make the world safer for all of us." Mary supports the efforts to help all the folks who lost their boats in Cabo, but she and others feel they especially want to help Bernard.

If you would like to also, you can send donations to the Moitessier Fund, c/o Ocean Voyages, 1709 Bridgeway, Sausalito, Ca. 94965. (At press time it wasn't clear if the fund would receive tax exempt status). If you want to donate items or get more information, call Chris Kafitz at (415) 524-9655. Rick Wood at Sanford-Wood, (415) 236-6633, will also take calls, but prefers people do not stop by the boatyard.

If you feel you'd like to donate to the rest of the people at Cabo, get in cont'd on next sightings page



Following sea at the St. Francis YC.

- cont'd

Sims Thunderbird; Bob Fischell's yacht; Carmelita Miranda's Dreamweaver; Dick Mineo's yacht; Bill Taylor's Tanya; Faye's Nanaste; Gene Well's Rebel; Joey Cabell's Hokuleia; Carl Stepath's Juice and Fred and Lililu Smith's yacht.

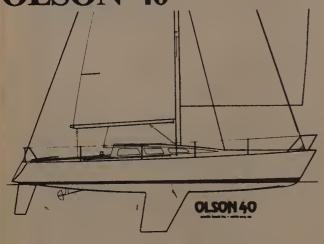
Of particular interest was the holing and sinking of the *D'Marie III*, which was moored at the Coast Guard dock in Nawiliwili. This is the boat lost at sea for 70 days this past summer. Crewmember Dawn Gaston is writing a book about her experience [Volume 66, cont'd center of next sightings page

PT BONITA YACHTS



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RACING OLSON 40



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A design that has become a legend in only a few years. Has captured the hearts of singlehanders, Ocean and Bay and one-design racers, and sailors who respond to the joy of sailing. The S.F. class organization is stronger than ever — sailing one-design in Mid-Winters and ODCA. Nationals here in August 1983.

CRUISING THE SPARKMA

THE SPARKMAN & STEPHENS 47





Attention to detail is the hallmark of these elegant cruising yachts from the design firm of Sparkman & Stephens. We urge you to compare every aspect of these designs with any other blue water cruising yacht available. Her fine lines, gracious yet seaman-like accomodations. Rod Stephen's stringent engineering standards, and impressive array of the best equipment make her stand out from her competition.



A limited number of these yachts are available for placement in the Stevens of Annapolis Charter Management Programs in La Paz, St. Lucia and Tortola. Complete details are available for individuals or corporations desirous of the significant tax benefits which may be available through charter boat ownership.

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Carl Schumacher's newest, fastest growing MORC and Bay fleet around. State-of-the-art construction, comfortable interior and exceptional ease of handling have made her a hit with ocean sailors as well as with day sailors. Extremely active one-design fleet — both Bay and Ocean.

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The George Olson-design that started it all. The first production ULDB and still one of the best. Ron Moore's fiberglass work and George Olson's designs revolutionized the concept of the production boat. Whether ocean racing, one-design racing or day sailing, the Moore 24 is the classic choice.

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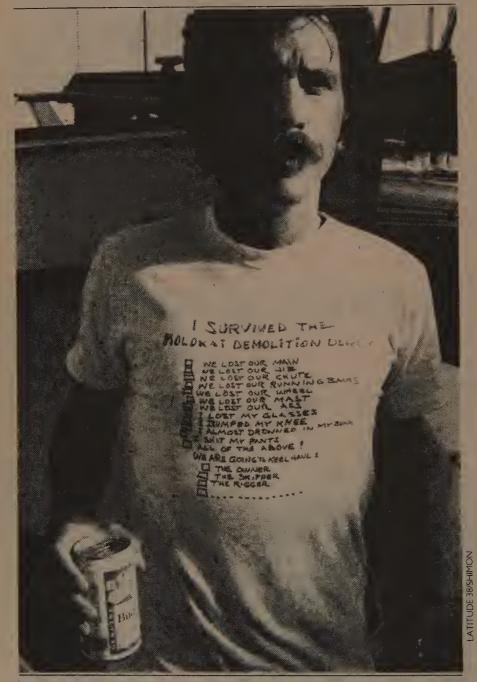
Zamazaan	Farr 52	\$255,000
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dock talk - cont'd

touch with Pacific Marine Supply at 2804 Canon St., San Diego, Ca. 92106. The phone number is (714) 223-7194. You can make checks out to the Cabo Relief Fund.

shirt of the year

During the course of the sailing season we receive many t-shirts. Some are mailed to us by t-shirt entrepreneurs wanting publicity; some are mailed to us by boat manufacturers wanting publicity for their latest model; some are from



major regattas wanting publicity; and some are just sent to us by our mother. We appreciate them all. Then there are t-shirts nobody offers to us and we have to break down and buy, as was the case with the winner of *Latitude 38*'s first 'shirt of the year' award, a prestigious honor if there ever was one.

That shirt is the 'I survived the Molokai Race' shirt pictured on these two cont'd on next sightings page

iwa

December 1982] and owner George Short has been unavailable for comment. According to Mike Doyle, a marine surveyor, the D'Marie didn't have insurance outside of



Salvaging the remains of the D'Marie III.

California. He says the boat is a total loss. Keith Robinson managed to save his boat at Port Allen by circling the harbor throughout the storm. The high freeboard motor sailor is reportedly regarded as an oddity by the other fishermen — it's easier for them to haul out fish on their low freeboard models. Robinson, whose family owns the island of Niihau, had the last laugh, though.

There were accounts that he even fought off



Tuklik sails again.

the clearing

While this issue is filled with hurricanes and disastrous storms, we just thought we'd let you know that people and boats do recover. *Tuklik* and *Arminel*, two boats that were badly smashed during last year's typhoon at Tonga [Volumes 58 & 59] are

- cont'd

flying debris that was about to strike his boat, kicking the boards with his feet.

The tail end of Hurricane Iwa struck the bay area a week later, hurtling winds up to 8



mph at Half Moon Bay. Combined with high tides, the rains flooded low lying areas, such as the parking lot next to the St. Francis YC. Redwood City's Pete's Harbor had a pier of 26 boats break free, damaging several of them. The access road to the marina and restaurant also flooded, stranding 75 patrons.

All in all, it was a good week to stay in

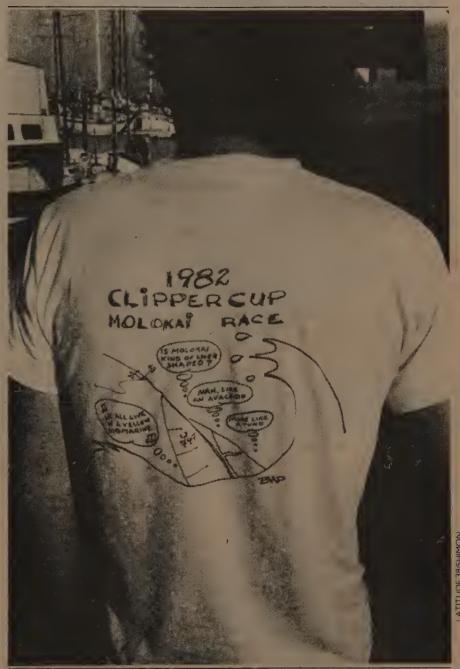


after the storm

now afloat and plying the waters of the world again. Here's a picture of *Tuklik*, owned by Jim and Lu'isa Thomson of Vancouver, B.C., cruising in Hawaii last summer. Press on regardless.

t shirt - cont'd

pages. We don't know exactly who did the shirt, but they did good work. And quick work, too, as the shirts were ready almost before the Molokai race demolition had been completed. This is the race, you might recall, in which Scarlett O'Hara dropped her rig, Windward Passage kept snapping 3/4" wire



genoa sheets, Zingara rammed Tomahawk, and Kialoa took a glorious knockdown that snapped her boom.

They too serve who make the commemorative t-shirts, and we salute whoever you are that created the 'Molokai'.

preble lost!

During the last several months we've been reading reports that the United States Supreme Court, on a five to four vote, ruled that all pleasure boat accidents on U.S. navigable waters should rightly be tried under admiralty law in federal courts, rather than under civil law in state court as had often been

cont'd on next sightings page

preble - cont'd

the case previously.

Believing that admiralty law generally requires a much greater degree of care on the part of the operator of a boat, we sent a copy of one such report to Bill Vaughan, an Embarcadero Cove lawyer who has had some experience in boating litigation, and asked him to comment on the ruling. This is what he had to say:

Thank you for bringing the "Practical Sailor" article of October 15th to my attention. Strangely enough, the law was not cut and dried respecting this subject because, as noted, there was a conflict between the various circuit courts of appeal. The 4th, 5th, 7th and 8th circuits all had slightly different issues and in some cases conflicting rulings on the same issue. It seems as if each circuit has its own row to hoe. To resolve the confusion, the Supreme Court standardized the issues by including all pleasure boat accidents within Federal jurisdiction if they take place on navigable waters.

Although admiralty jurisdiction is exclusive, many states, California among them, have enacted local laws which apply until someone removes the case to Federal Court. Thus, a plaintiff suing in state court does so at his own risk or at least until the defendant choses where he wishes to defend the action. Formerly removal or initial selection of Federal Court was quite common when there was negligence on both sides. Some states, among them California, formerly held that the slightest bit of contributory negligence barred recovery on a complaint or cross-complaint. Now with comparative negligence rules adopted in California as well as in many other states, plaintiffs are not required to select Federal court to avoid being thrown out of state court; however, the defendant may feel that Federal Courts are less generous than state courts and may opt to remove the case anyway.

To illustrate the jurisdiction problem I recall an airplane accident which ended up in admiralty. While attempting to take off, a private plane ingested a covey of seagulls into its jet engine. Predictably it lost power, bounced off the top of a truck on an adjoining freeway and settled in Lake Erie one-fifth of a mile offshore. The plane owner sued the aircraft traffic controller, the city which owned the airport and the airport manager in admiralty. The Supreme Court held that there must have been a relationship between the wrong and some maritime activity on the navigable waters in question. In short, the case should have been brought under some other theory or in state court. (See Executive Jet Aviation, Inc. vs. City of Cleveland, 409 U.S. 249, 1972).

Another case involved a motorcycle rider who was hit by the barricade protecting an open drawbridge which had been raised for a yacht. The plaintiff, according to the lower court, could sue in maritime court because the raising of the bridge was so substantially related to maritime commerce as to be within admiralty jurisdiction. The Court of Appeals reversed stating that the dropping of the barricade was the sole act of the bridge tender and had nothing to do with the yacht traversing the bridge.

Another case involved a person being clobbered by a surfboard while he was swimming in the Atlantic Ocean off of Jacksonville, Florida. The judge reasoned that any tort on the high seas or within navigable waters is within the admiralty jurisdiction. Understandably the cases became somewhat convoluted.

Finally, Preble Stolz, a Boalt Hall professor, who incidentally has sailed on the Evening Star on occasion, pointed out in a Law Review article back in the "sixties", that the original purpose of admiralty jurisdiction was to protect and promote water commerce by uniform laws that would shield the industry from provincial intrusion. In his opinion the courts were misled by the idea that pleasure boating was something more than a social and recreational activity. In short, he felt that the law of shipping should not apply to pleasure craft. Preble lost!

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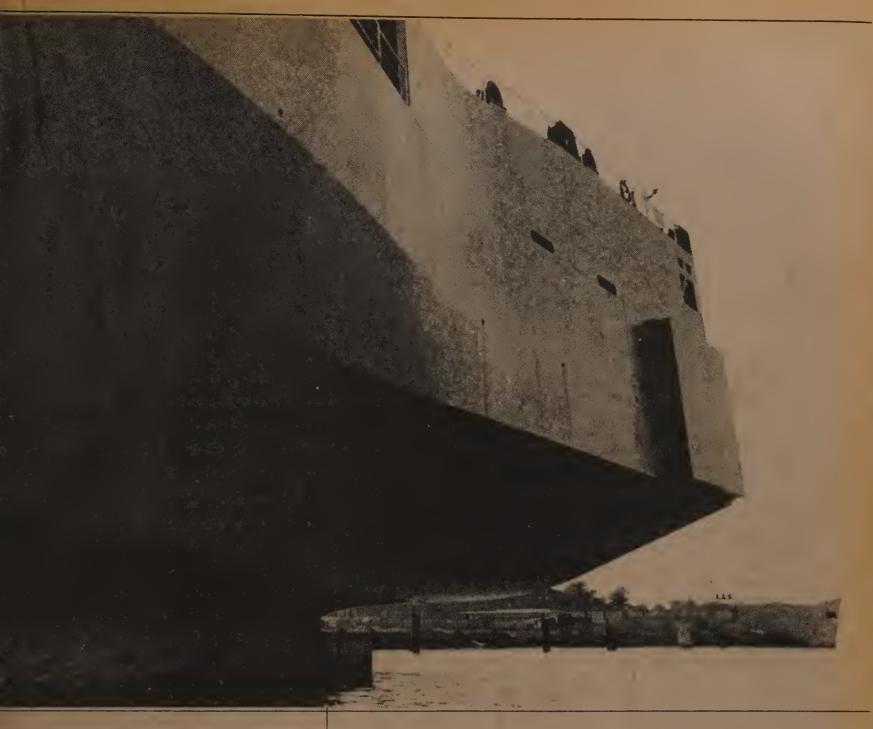


ior

A lot of folks will try and tell you sailboat design may take something from the design of big ships but never vice versa. If that's true, how do you explain the Gold Bond,

new

A new magazine devoted to comprehensive, advanced-level discussion of sailboats, sailing and all related technology is scheduled for publication in early 1983. Sailboat & Sailing Journal will publish detailed, meaningful articles written only by yachting professionals and individuals highly knowledgeable in specific areas of sailing. Like Scientific American, the publication is directed to experienced sailors seeking technical and advanced-level knowledge of sailing, the underlying science, and the associated technology.



influence

photographed here when docked in Richmond. Is that a Laurie Davidson transom — a la *Great Fun* and *Confrontation* — or what?

magazine

A Technical Advisory Board of 30 distinguished naval architects/yacht designers, sailmakers, and boatbuilders is editorially affiliated with Sailboat & Sailing Journal for review of papers and contribution of selected articles. The advisory board listing appears in the magazine frontispiece.

Subscription information requests and dealer sales inquiries should be directed to: Sailboat & Sailing Journal, P.O. Box 21176, San Jose, California 95151, telephone (408) 730-5171.

preble - cont'd

I'm sure that we will soon see tangible results of the Supreme Court decision in an increase of boating litigation in Federal Court. All is not lost, however; since Federal cases generally are resolved quicker and, moreover, in our district, claims under \$100,000 are arbitrated.

In short, the whole jurisdiction thing was confusing as hell to begin with. In fact, the Federal jurisdiction course I took at Boalt spent one entire year in teaching us how to get into Federal Court. Since that time most of us have spent an equal number of hours trying to stay there. Now at least the Supreme Court has apparently resolved pleasure boating jurisdiction for better or worse.

Perhaps they have opened Pandora's Sea Chest so that protest hearings will wind up in the Federal District Court. Next time some SOB port tacks me maybe I'll make a Federal case out ôf it!

- william e. vaughan

on the trail of the 12's

For those keeping track, there are nine months left until the America's Cup races off Newport, R.I. This coming September, the American defender will go best of seven against the top foreign challenger. As it stands now, the U.S.

cont'd on next sightings page

12's - cont'd

hopefuls are 1980 winner Dennis Conners sailing any one of three boats, and Tom Blackaller aboard *Defender*. Texan John Kolius recently took over the wheel on *Defender*'s sparring mate *Courageous*, winning boat in 1974 and 1977, and has an outside chance as well.

As for the challengers, they are beating at the door en masse, with teams from Australia, England, France, Italy and Canada vying for the chance to win "the auld mug". If one assumes that each boat represents up to \$4 million, the waters off Newport next summer will teem with a fleet worth over \$35 million. Too many arguments have been presented as to the absurdity of spending so much money for an ugly silver trophy. The reality is that there are hundreds of sailors and thousands of supporters who are willing to pay through the nose for the right to say they won it. America's 132-year winning streak is quite possibly the longest in any sport. Woe unto any Yank who loses it and kudos supreme to the foreigner who can wrest it away.

Conner and Blackaller are not taking their responsibilities lightly. They both started a full on campaign last summer off Newport, R.I. It used to be that the crews began sailing the spring before the final trials, but Conner's exhaustive year long campaign in 1979-1980 set a new standard. Not only did the Americans start a year and a half early, but so did several of the challengers, such as England's Peter de Savary and his Victory syndicate.

This winter finds Conner in San Diego sail testing extensively and trying to figure out which of three boats he wants to use for the final trials starting in mid-June. He's got Freedom, a proven product, Spirit of America, a new S&S design which had her keel altered recently, and a new Johan Valentijn design due to arrive at the end of January. Valentijn previously designed a short, quick turning 12 called Magic which Conner tried out but wasn't satisfied with. Jack Sutphen, who shares helm duties with Malin Burnham on the boat sailing against Conner, says Dennis has been sailing Spirit recently and going a tad faster than Freedom.

After their Christmas break, the team will sail through March with a short break to catch three of the SORC races. Then they'll ship the boats one by one on a trailer back to Newport and begin final preparations for the selection trials. Sutphen adds that ten members of the 25 man crew pool are graduates of the N.Y. Maritime College at Fort Schluyer in the Bronx, the school which owns all the boats in the *Freedom* syndicate.

Up the coast in Newport Beach, the *Defender/Courageous* syndicate is also going through their paces. Final crew selection was made just before Christmas and several bay area sailors made the cut. Besides Blackaller steering *Defender*, Ken Keefe will work the pit just aft of the mast and Paul Cayard will be the starboard tailer. Conn Findlay, who crewed for Dennis Conner when he won an Olympic bronze medal in 1976, is an alternate aboard *Courageous*. John Bertrand, winning helmsman on the last St. Francis YC six meter campaign, has been serving as tactician for John Kolius on *Courageous*. It's not yet clear if Bertrand will take on the job permanently.

Ken Keefe reports that when Kolius replaced Dave Vietor at the helm of Courageous, the boat's performance jumped up a notch. John is an Olympic silver medal winner in Solings and won the J24 Worlds this last year on the Berkeley Circle. With both boats sharing sails and spars, Defender and Courageous are pushing each other quite hard. Both will compete in the trials in Newport, R.I. Keefe says they used to consider Courageous as a trial horse, but now they feel they're in a dogfight, and will have to consider her as much of a threat as Conner's boat.

As for the foreigners, there are too many to pick a favorite yet. Australia has at least three hopefuls: Alan Bond's Australia II, the Royal Sydney Yacht Squadron's Advance and the Royal Melbourne YC's Challenge. Australia II and Challenge are both Ben Lexcen designs, and Bond has contingency plans for another boat should Australia II prove to be too slow. Sydney developer Syd-Fischer is heading the Advance syndicate. He's best

cont'd on next sightings page

berth

Nobody needs reminding about the rising cost of living, but what can you do? When the Municipal Marina over at Emeryville notified berthers that their rents were to go up 30% (on top of other recent increases), Alex Taylor and Dick Warner figured it was time to do something.

What they did first was call a meeting of fellow berthers. Over fifty showed up at the Emeryville Holiday Inn, and formed an ad hoc committee to call on the landlord, the Emeryville City Council. The mayor and council were sympathetic. A 30% increase seems a fierce bite, even with inflation running rampant, so the City Engineer and others were authorized to look into the matter in close collaboration with the berthers' ad hoc committee. After several meetings, all of them friendly, the city agreed to reduce the increase to 20%, hold the line at that for at least 18 months, and to limit future increases

puerto vallarta

This year's race from Marina del Rey to Puerto Vallarta, starting at 1 pm on February 19, 1983, should feature some tight racing and quite a few boats from northern California.

Tom Redler of the hosting Del Rey YC says some of the big boats, such as *Merlin* and *Drifter* are hesitating about going because they want to get back in plenty of time for the Transpac. He foresees much of the fleet being in the 40-45 foot range, which will make for more boat-for-boat racing without the maxis. The race also serves as a feeder for the popular MEXORC ocean racing series, which will start March 4th, the day after the awards ceremony for the PV race at the Fiesta American Hotel. Ole!

Already confirmed from the bay area are: Philip Musser's Sunchaser, Richmond YC;

logs and

If you've been out sailing lately, no doubt you've seen an increasing number of logs and deadheads in the water. Like always, they turn up in high numbers after storms and high tides. Avoiding them makes it

rights

to a cost-of-living scale. It turned out that there were valid reasons for an above average increase at this time, including improvement requirements placed on the city by BCDC.

"We would have liked to see rents reduced more," says Alex, "but at least we understand now. We asked why, we were shown budgets, we were given the opportunity to point things out that may have been overlooked, and our efforts bore fruit. I believe in trying to work things out in a spirit of cooperation." He also believes that yacht owners can do more to slow the rise in berthing fees all over the Bay Area, and he's prepared to put time and energy where his mouth is, so anyone interested in forming a Berth Renters' Association in the Bay Area should contact Alex Taylor at 28005 Quercus Court, Hayward, CA 94542; home telephone (415) 582-2638.

race

John A. Williamson's *Pericus*, San Francisco YC; Ray MacDonald's *Esprit*, Northpoint YC; Roy Raphael's *Magic Too*, RYC; Dr. John Tysell's *Kindred Spirit*, RYC; and Les Harlander's *Mirage*, RYC.

Other local boats that have expressed interest are: Roger Hall's Wings, St. Francis YC; Cliff Wilson's Troublemaker, Corinthian YC; John Merrill's Race Passage, SFYC; George Creamer's Killer Duck, RYC; Larry, Joe and Richard Burgin's Oaxaca, Santa Cruz YC; and Keith Kweder's Sizzle, Elkhorn YC.

Southern California entries include Monte Livingston's *Checkmate*, a Peterson 50; Kris Kristof's *Green Hungarian*, a Davidson 44; Arnold Nelson's *Predacious*, a Baltic 42; and several Santa Cruz 50's.

deadheads

easier on your boat's bow, keel, rudder and prop. They also slow you down if you're racing. So keep your eyes open, and alert the CG if you spot a particularly nasty one.

12's - cont'd

known for his Admiral Cuppers named Ragamuffin. There's no firm word on who'll be driving the boats, but we heard John Bertrand (the Aussie sailmaker) and Iain Murray (the Aussie 18 dinghy champ) are two possibilities.

The English, as always, are bloody serious about the challenge, led by a character named Peter de Savary. He's also known as "un Savary" for his obnoxious behavior in Newport, R.I. last summer. He was constantly spying on the American 12's, sending out a rubber inflatable to take pictures of *Freedom*. Conner's boys outsmarted them by dragging fishing line behind to foul the dinghy's prop. De Savary has spent several million so far on *Victory*, reminiscent of Sir Thomas Lipton who failed grandly with several J boats in the Cup races from 1899 to 1930.

The Canadian's first challenge with a boat called *Canada I* remains somewhat a question mark. They've had money problems, but designer Bruce Kirby, inventor of the Laser dinghy, says their fund raising program is building steam. Last September the Canadian team chartered *Clipper*, an unsuccessful defender in 1980, for the Xerox World Cup in Newport. Five foreign 12's competed and *Clipper* took a surprising second to *Victory*. Led by Flying Dutchman world champion Terry McLaughlin, the Canucks are young and eager to earn. They're training in Florida now. If they get enough money, they could be big trouble for the other challengers.

Besides a (so far) lukewarm effort by the French, the other challenger will be *Azzurra* from Italy. The blue hulled Mario Tarabocchia design has the backing of the Aga Khan, creator of Sardinia Race Week. The Italians have no illusions of winning at Newport, but are willing to start taking their lumps and see how they fare. Winning the World Cup in soccer has evidently touched off all kinds of dreams of grandeur.

lake merritt mid-winters

Each winter, the 85 member Lake Merritt Sailing Club hosts a day of small boat racing at its waterfront clubhouse on Oakland's Lake Merritt. It's a chance for young and old to share some friendly competition in 8-16 foot boats

On December 5, 47 entries vied in ten divisions. The winners list reflected the wide area from which the racers were drawn, and the remarks over the loudspeaker reflected the informality of the gathering. "You can use your motors until the five minute gun," race committee chairman Pete Lismer teased as the El Toros struggled to maintain headway near the glassy starting line.

Anxious parents observing from the balcony cringed as their beginning sailors tacked just before reaching the elusive wind line.

"He's not heeling enough," grumbled one father. "She's sitting too far aft," complained another.

Eight year old El Toro beginner Sami Locke, sailing in her very first race, ignored her father's advice to "stay out of the way", crossing the starting line on the gun, ahead of most of the fleet.

Entrants in the El Toro O division (O stands for Old) were overheard comparing brands of pipe tobacco and trading stories about sailing Lake Merritt in years past. Little kids were advising senior citizens on the advantages of carbon fiber masts and mylar sails.

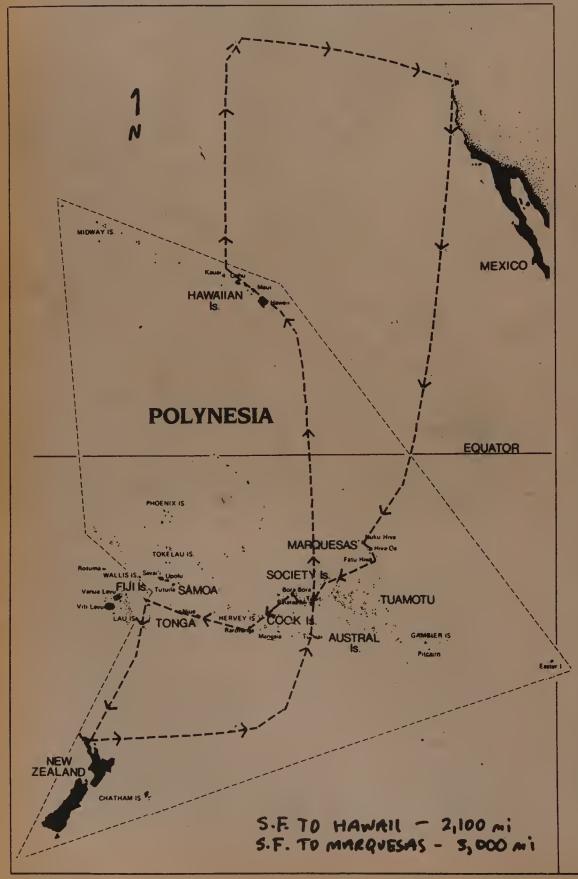
If you hanker for a pleasant, low key day of small boat racing, don't miss it next year!

Winners: Laser/Banshee — Dan Ouellet, LMSC; FJ/C15 — Mike Schmidt, FSC; Snipe — Bob Sinukė, LMSC; Sunfish — Dee Thompson, DSC; Topper — Ken Finocchio, Lockheed; Lido 14 — 1) Jim Park, BSC, 2) George Pedrick, EYC; El Toro Y&I — 1) Jason Fain, RYC, 2) Patrick Rowley, RYC, 3) Seadon Wejsen, RYC; El Toro O — 1) Steve Miller, RYC, 2) Walt Andrews, FSC, 3) Don Foote Jr., LMSC, 4) Pete Blasberg, SJSC.

sue rowley

TWO YEAR

The following is the first in a series of articles published as a guide for Northern California sailors (and others) considering making the traditional South Pacific 'Milk Run'. The author, John Neal, was born on the Nile in 1953, has made two long cruises through the South Pacific on small boats, and built a house there. Currently he operates Mahini Cruising Services in Seattle, with lovely Sue, his most treasured "souvenir" of his most recent voyage.



After several sailing trips, 55,000 miles, and nine years of sailing around the South Pacific I have seen many seasons and a succession of sailors pass through. Most emerge revitalized and mellower for the experience, but some fly home having left their boat in tiny pieces on a coral reef somewhere. There are definitely favorable times of the year to be enroute to, or meandering among, the beautiful island countries of the South Pacific

September is a good time to leave the Bay Area for the Marquesas, about 3,000 miles to the southeast. (Our reasoning for not sailing to Hawaii first is that the prevailing winds normally make it arduous to reach the magical Marquesas Islands from Hawaii. I made that trip in 1974, and it was a real thrash to windward into the strong Equatorial Current flowing west at up to 30 miles per day, and the ESE winds that are often found south of the Equator. On the other hand, sailing to Hawaii from Tahiti is usually a reach, a pretty quick trip).

The average conditions on the passage from San Francisco to the Marquesas will be 10-18 knot winds from abaft the beam, with the occasional squall, and probably a few days of calms or light air as you pass through the Intertropical Convergence Zone (ITCZ), which is the area of variables between the NE and SE Trade wind belts. If your boat is between 25' and 40', expect the passage to take from between 20 and 35 days, but plan for food and water for at least 45 days.

The Marquesas

The Marquesas consist of ten high volcanic islands, without fringing reefs and are a safe and easy first landfall for new navigators. Six of the islands, Nuku-Hiva, Hiva Oa, Ua Huka, Ua Pou, Tahuata, and Fatu Hiva are now inhabited. Their original population peaked at about 200.000, but the white man's diseases reduced the population to a low of 2,200 in 1926. The population is about 5,500 today. The sharpest young people tend to head for the bright lights of Papeete, but now many of them are returning to their home islands, trained as teachers, nurses and policemen.

There are the remains of a very elaborate civilization in the valleys, with miles of stone-paved roads, stone fences, huge stone platforms and carvings, and some beautiful

stone-lined pools for bathing and washing. Books that should be read before arriving in these strange and beautiful islands are: We, the Navigators by David Lewis, and Aku Aku and Fatu Hiva by Thor Heyerdahl.

Anytime that you are approaching a group of islands, expect the current to intensify just before you arrive. I wouldn't recommend that anyone make landfall, or attempt entering a port in these islands in the dark, it's much safer to wait a few hours and go in after dawn.

aiohae, on the island of Nuku-Hiva is a port of entry, along with Atuona, on Hiva Oa. If you had the foresight to visit the French Consulate in San Francisco before leaving to obtain a three or six month visa, formalities will be much simpler. The Marquesas are a French Territory, and the person who checks you in will be either a French Gendarme, or the Tahitian Mutoi, or Policeman. This is also an excellent chance to try out your new skills in the French language! A good way to start learning, or to brush up on French is by listening to the Berlitz French learning cassette through headphones while on night watch on the long passage.

The Gendarmes are foreign service

John, Sue, the South Pacific, and Mahina.





Lousy photo, great people, John Neal and Sue Frederickson.

members on postings of two to three years in each place. We've found them very friendly and interesting people, who have often lived and worked in other French Territories such as Africa or the Caribbean. I've never had a bad experience with any French Gendarme or Customs Agent, and have found them to generally be delightful people, but, I've seen them become quite surly (and understandably so) when arrogant visitors are rude to them and make bad comments about the paperwork.

A boat passport is issued for each foreign pleasure boat. It's a green folder, issued at the first port of entry, which stays with the boat as long as it's in the territory. This folder will be stamped on arrival and departure of every island that has a Gendarmerie, and

any crew changes will be noted in it. The Gendarme issuing the boat passport will ask to see the ship's papers, all passports, proof of airfare or bond back to your home country, how much money you have, and if you have any guns or ammunition onboard. Best to leave your guns home, the nice thing is you don't need them in this part of the world.

If you didn't get a visa for French Polynesia before leaving the States, don't worry. You will be given a 30 day entry permit, and the Gendarme may radio Papeete for permission to give you a temporary three month visa. Also, if you hadn't been asked to post a bond at the time you applied for a visa, you will probably now be asked to post a bond in the local bank the equivalent of an open airline ticket to the nearest U.S.

SOUTH PACIFIC



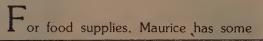
Water from an artesian well. It tastes just like Perrier.

destination, Honolulu. This will be about \$600 per person, including captain of the yacht.

This is not an unusual requirement (the U.S. has the same for people visiting here), and even French citizens must put up a bond (over \$1600 each!) or have an open return ticket to France. This is required because a lot of people have arrived in the territory without either the means to support themselves or to leave the country, and the government has been stuck with the bill to deport them. Cruising on a low shoestring budget is not as easy as it used to be. Nearly every country asks arriving yachties how much money they have, and proof of it. If at all possible, carry a good supply of American Express U.S. Dollar Travelers Checks. These are far more impressive to a local immigration officer than a letter from a bank that might be 5,000 miles away.

After taking care of entrance formalities, the Post Office is only a few steps away, so you can see if you have any mail waiting for you, and send a cable back to family or friends letting them know you arrived safely.

After this, most people are ready to try an icy, cold Hinano, the local beer from Tahiti. There are several places to obtain libations, and one of the most interesting is Maurice McKittrick's store. Maurice's father, Bob, was an early Scottish trader, and his mother came from a beautiful valley on Ua Huka. The McKittricks' stores have been a hang-out for yachties for many years, and were written about as early as 1930 by round-the-world sailors. Maurice has been keeping notebooks with photos and stories of the passing yachts for many years.





Bligh's favorite, breadfruit.



MILKRUN



staples, how much he has depends on how long ago the last trading ship brought him supplies. He often has diesel, gasoline and kerosene, and he will try and fill your propane bottles, but using only gravity, they don't get very full. When you leave the West Coast, plan on not being able to buy propane for six months, until you reach Papeete. I've seen many folks have to cut short an enjoyable stay in the Marquesas or Tuamotus because they were running out of propane, and had to go to Papeete to get their tanks refilled. This isn't a problem with kerosene, however, as it is available in some amount almost anywhere that there is a small store.



Above, Taiohae Bay, Nuku-Hiva. Left, lovely Fatu Hiva.

In 1979, two American cruisers, Frank and Rose Corser, started a small hotel in Taiohae, with the help of Maurice and another storekeeper. The Keikahanui Inn is beautifully situated on the South side of the bay, with an excellent anchorage in front, and has a few small bungalows. Frank and Rose put on amazing feasts, sometimes complete with pigs roasted in the ground and freshly aught lobsters, for the yachties.

Plan on spending at least a couple of months in the 'Marquesas. Of the six inhabited, and very different islands, the longest passage between the islands is only 60 miles. Most yachts miss Ua Huka, so make sure you stop there, and look for the herds of beautiful wild horses, and some tiny, protected anchorages. Also, plan on exploring some of the rarely-visited bays on the north side of Nuku-Hiva, like Anaho and Hatiheu and hiking on the trails around them. The southern islands of the Marquesas, Hiva Oa, Tahuata, and Fatu Hiva, are different and another fascinating world to explore.

The Marquesan people are friendly and generous, so make sure that you have extra



SOUTH PACIFIC

things onboard that you can give them as gifts. Children's clothes, T-shirts with bright designs or writing, pop music cassettes, and Poloroid photos are great trading items. Under no circumstance trade the local people .22 shells; when (not if) word gets back to the Gendarme, you'll be in deep trouble.

Summary: The Marquesas rate



'Milk Run' milkbottles out of a possible five, because of their secure anchorages, fascinating islands, clear water, and friendly people.

The Tuamotus

The Tuamotus are about 600 miles southeast of the Marquesas, the exact distance depending on which of the atolls you choose for a landfall. On the passage from the Marquesas to the Tuamotus, as on all passages, it is extremely important to maintain a 24 hour watch. The person on watch doesn't have to be on deck all of the time, but should stick their head out of the hatch and scan the horizon 360° every ten minutes. Twice, we have nearly been run down by Korean fishing boats while making the passage from the Marquesas to the Tuamotus. These are very rich fishing grounds, and some Oriental boats are licensed to fish in the area. Also, when approaching within 60 miles of land at night (especially when approaching a low

Rose Corser, about to vacation in L.A. Husband is dying to get on a freeway and scream.





Above, village of Tuherahera turns out for the copra boat. Right, County of Roxborough.

atoll from windward) it is very important that a deck watch be maintained at all times.

I he Tuamotus cover nearly a half million square miles and are all low coral atolls, averaging only five feet above sea level in most places, with the exception of Makatea and Tikei which are higher. This fact, along with unpredictable currents, have given the group the nickname, the Dangerous Archipelago. I have seen the remains of over twenty yachts and ships on the first four island of the northeast part of the island group. On the passage from the Marquesas, the average current will probably be 1/2-3/4 of a knot. Expect this current to increase, up to as much as three knots when approaching the atolls. Almost without exception, the yachts that have been lost in these islands were lost because the crew were below decks sleeping. Having picked up a little extra current, they arrived on the reef before morning when the skipper had expected to sight land. At night, it may be impossible to see the reef in time to avoid losing your boat on it, so never plan on making a landfall here in the dark. If you are in doubt of your position because of squally weather or impending darkness, best thing to do is to head back to sea on a tack that will take you 180° away from land, sailing slowly under reduced sail until either the weather



and visibility improve, or daylight comes.

There are several powerful RDF stations in the Tuamotus now, and with a good radio (like a Zenith Trans-Oceanic) you can pick up the signals before you even leave the Marquesas. The strongest signals are: Rangiroa—358 (OA is the Morse Code identifier), Hao—367 (HA) and Anaa—332.5 (AA). There is a list of all 24 radiobeacons available from Yacht Club de Tahiti, or from Mahina Cruising Services. Box 21814, Seattle, WA 98111. To pick up any French beacon, your radio must have either a SSB switch or a Beat Frequency Oscillator (BFO) control.

Most visiting yachts only stop at Ahe, Manihi, and Rangiroa. Twice I have chosen to make landfall at Takaroa; it is upwind of



Truckin' down from the Catholic church, Rangaroa.

nearly all of the rest of the Tuamotus, has a good pass with a wharf just inside, and the fascinating wreck of an old sailing ship, *The County of Roxborough* which was driven on the reef during an epic hurricane in the early 1900's. There were several devastating hurricanes between 1878 and 1911 which swept some of the atolls completely clear of all people and trees. Since that time there haven't been any really major storms in the group.

On three other occasions I have chosen to make landfall at Rangiroa. It has a radio beacon at the airport which is between the two well-marked wide passes, and the largest and most magnificent lagoon in the group. It also has one of the most beautiful hotels in the world, the Kia Ora Village, whose owner, Serge Arnoux is famous for his hospitality to visiting yachts.

Ahe and Manihi are the most commonly visited islands, both have passes of sufficient depth to allow yachts into their lagoons. On Manihi there is a small airstrip and hotel on one of the motus, and the famous black pearls are cultured in the lagoon.

Since most of the visiting yachts only stop at Ahe, Manihi and Rangiroa, it's easy to get off the beaten track here. Islands like Apataki, Toau, Fakarava, Faaite, Tahanea and Makemo all have negotiable passes, but may only see two or three yachts per year. A few of the islands with passes are uninhabited. These islands off the beaten track are the most special places.

Once you've made landfall in the Tuamotus, inter-island sailing is not difficult,



SOUTH PACIFIC MILK RUN

		Passage		Days	Average Wind Condition	Point Sail	Comments
9	EPT.	S.F. to Marquesas	300 <i>0</i> mi.	20 40 40	NE+5E 10-25 k	Reach- Run	Possible light winds, calms a squalls in
		Marquesas Tuamotus		400	ENE to ESE 10-20K	Reach- Run	Keep track of weather system when entering s in Tuamotus in DEC.
_	JAN.	Tvamotus Taniti	200 mi.	11/2 to Z	ENE to ESE 10-20 K	Beam- Reach	An easy one!

but requires some forethought. The current in the passes can run up to eight knots, so it is necessary to enter near high or low slack water. To judge the time of slack water, you should have on board the NOAA publication, "Tide Tables for Central and Western Pacific Ocean and Indian Ocean". If you don't have this on board, on page 2A of Section 1-5 of the "Sailing Directions for Pacific Islands", Vol. III, USDMA, there is a rough formula for figuring slack water based on times of moonrise and moonset taken from your Nautical Almanac. The tides are about 43 minutes later every day, so after you are inside the lagoon, it is a good idea to keep daily track of times of high and low slack water, and plan passages so that you will be arriving at the next pass near slack, and with the sun still high for visibility.

After arriving at the entrance to a pass, check for overfalls, whirlpools, and breakers; these are the signs of the current. If they are on the ocean side of the pass, the current is ebbing. If there are breakers and it looks rough — wait, the current will lessen in a couple of hours making it safer to enter.

If you don't see current action on the ocean side of the pass entrance, get up in the rigging with binoculars and check the lagoon side of the pass for overfalls and breakers. Although the flood tidal current is not as strong as the ebb, it can send you through the pass out of control, which may lead to problems if the pass shallows on the inner end.

Needless to say, accurate charts of the passes and islands of the Tuamotus are of utmost importance. The U.S. charts available are often inaccurate, being taken from surveys done in 1939. The French have been resurveying all of French Polynesia, and have made available some excellent

Looking for water? Follow the guy with the jury jugs and a horse.



new charts. These are available from Paris by writing: Institute Geographique Nationale, Direction de la Cartographie, 140 rue de Grenelle, Paris 75007.

The only company in the U.S. that I've found which maintains an extensive selection of French charts is: Captains Nautical Supplies, 1324 Second Avenue, Seattle, WA 98101, although there may be others.

The lagoons of the Tuamotus deserve special mention. Since they are protected from the wave action of the sea, the visibility is incredible, often exceeding 150°, and the myriads of exotically-colored fish are quite tame. There are also forests of brightly colored coral heads, but by looking around a little, often you can anchor on white sand. It is a good idea to check your anchor each time you drop the hook in a new spot, by using a mask and snorkel. Twice in the five times I've sailed through the Tuamotus, I've had to use my scuba gear to untangle anchor chain from coral heads. For general pleasure diving, a tank isn't necessary.

Summary: The Tuamotus rate









'Milk Run' milkbottles out of a possible five, because despite their friendly people the anchorages aren't so secure.

Next Month: The Milk Run continues with an easy passage and a potentially dangerous landfall as John Neal guides us through the Society Islands: Tahiti, Moorea, Bora Bora, a lush tropical river, and a pair of islands in Paradise connected by a rickety bridge.

- john neal



A 1977 Heritage One-Tonner and current elapsed time record holder of the Metropolitan Yacht Club's Catalina Race, is available for sale or charter for the 1983 TransPac.

This IOR thoroughbred, currently rating 28.2, has participated in the 1977, 1979, & 1981 TransPacs, and is ready for her next crossing. This fine vessel is fully equipped with all Trans Pacific Yacht Club required equipment, and carries the following sail inventory:

1977 MITCHELL

130% / 90% Storm Jib

1.5 oz. Spinnaker .75 oz. Spinnaker (1980) .75 oz. Blooper

Light 150% Blast Reacher (125%) **Dual Wing Staysail** .75 oz. Spinnaker .50 oz. Spinnaker 1.5 oz. Blooper

1981 HORIZON SAILS Main (Kevlar Leech) 125% Jib Top (150%) 1.5 oz. Blooper

Mylar 150% Kevlar 110% (1982) 1.5 oz. Spinnaker

TO FULFILL YOUR DREAM CALL CLIFF WILSON (415) 825-5100

When I commute to work on the express bus over the Bay Bridge, I'm usually absorbed in my book or newspaper, completely oblivious to all the conversations going on around me. But the other day, while I was scanning the sports section in a fruitless attempt to find out how I finished in the last Mid-Winter Race, my ears suddenly tuned in to a conversation between two women in the seat behind me.

"How did your sailing lesson go last weekend?" said the voice on the left.

(They had been chatting with each other for some time already, but for some reason those words caught my attention)

"Terrific!" answered another voice on the right. "We sailed all the way around ... what's that island called again . . . Angel Island! I can't believe that I lived in the Bay Area for so many years without ever seeing what it looked like from the water!"

"When do they let you take one of those boats out by yourself?"

"I think I'll need to take at least a few more lessons. It costs \$75 for each day, you know. I just wish I could afford to go more often.'

"That's a lot of money for one day of sailing."

h, but it's worth it. The instructors are great, and the boats are in perfect condition, as far as I can tell. I considered joining a very inexpensive sailing club, but I heard that you had to wait a long time for each lesson, and the instructors aren't always very good. Also the boats they use are much smaller."

"I know what you mean about sailing clubs. Anything run by volunteers tends to be disorganized. But they cost almost nothing, and if you're willing to put a lot of time and energy into it, and can deal with the occasional turkey for an instructor (remember, you can't fire a volunteer), those clubs can offer a fantastic education in sailing."

By this time I had forgotten about my search through the newspaper, and was attentively following their conversation.

"I think I prefer learning on the bigger boats, though," said the voice on the right. who I had pegged as as a fairly inexperienced, if not misguided, neophyte. "There are so many different jobs to learn."

"You could be making a big mistake," an-

swered the voice on the left. "I don't think you'll ever learn to be a really competent sailor until you get some experience in small boats. The fact that there are a lot of different jobs to do on a big boat just means that you're learning specializations that should really come after you've mastered the basic sailing concepts, and developed the reflexes and perceptions to make those concepts work. In a small boat, you're in charge of everything, and the boat responds so fast that you have to develop the reflexes . . . or go swimming!'

(This woman on the left obviously knew what she was talking about).

"Well then, why do so many sailing schools use larger boats for beginners?" asked her friend.

here are lots of reasons. One obvious explanation is that when a school is connected with a yacht dealership, they have an interest in convincing the customer that they can handle a large boat so they'll go out and buy one! And then some schools use all privately-owned boats set up as individual charter companies for the tax advantages it gives the owners. The boats are leased back to the dealership for use by the sailing school. If they can keep more boats in use for charters and lessons, then they can sell more boats under the 'lease-back' programs. Sometimes it can be a good deal for everyone involved, including the students. But people tell me there are pitfalls, and I'd be hesitant to get involved as an owner without first checking it out very carefully. Anyway, I think the main reason that so many schools use boats that are too big is because that's what inexperienced students seem to want. The Bay is very cold and very wet! But believe me, if you ever want to be a good sailor, you're going to have to get dunked in it a few times!"

"Okay, I'll take your word for it. Can you recommend any good small boat programs?"

"I know of a few that seem like especially good deals. The Oceanic Society, for example, gives a course in 10-foot Mirror dinghies out of Sausalito. The program is very small, run by a few dedicated volunteers, and even after joining the Society, it's relatively inexpensive (\$95 for four four-hour sessions). Their instructor-student ratio is excellent, and they also have intermediate and ad-

STERN RUDDER SAFETY LINE-GUDGEON PINTLE

vanced classes on larger boats on the Bay. You might even be interested in the special class they have for women. For the big boat trips they rely heavily on boat-owning members who donate their time and the use of their boats."

"That sounds like a great way to set it up."

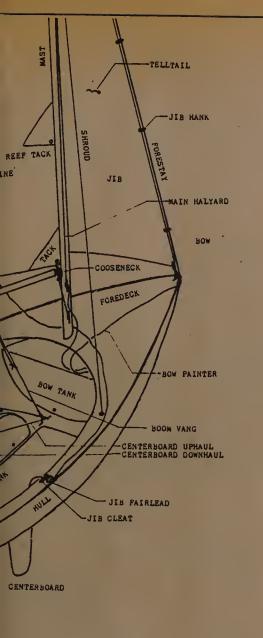
"Stanford University also has a nice program down in Palo Alto. Of course, it's oriented towards college students, but college programs can offer tremendous opportunities at very low cost."

"Don't you have to be a student?"

"Officially, you probably do. But my guess is that they're not very strict about it. If you can look like a student, and just say you forgot to bring your Reg Card, or say you're an Alumnus . . ."

"I don't think I'd feel comfortable doing that."

ell, you shouldn't really have to do anything dishonest. I'm sure they want members, especially members with a lot of enthusiasm and a willingness to contribute.



So I don't think anyone who perseveres would be excluded."

"I learned to sail at Stanford," said a new male voice from across the aisle to my left. "Then I lived in Santa Cruz for a few years. U.C. Santa Cruz has a very big program, with all kinds of boats up to 30 feet long. It only costs \$50 to join for a year, which gives you unlimited use of the boats . . . no hourly charges! I was never enrolled at U.C.S.C., but I was able to get around their membership requirements legitimately by joining the Alumni Association as an Associate for \$15."

"\$50 for a whole year sounds even better. I wish I lived in Santa Cruz."

"You do have to pay a little more for the basic sailing course if you're a beginner," he added. "The course without Club membership is open to the public. And by the way I agree totally with your friend's advice — if you can possibly fit in with a student crowd, sneak into one of the college programs."

"Doesn't Laney College have a sailing class on Lake Merritt that uses El Toro's and costs just \$2?" asked the voice behind me.

"No, they stopped giving it a few years ago. But the City of Oakland runs a good public program on the lake. Only \$30 for 20 hours. They offer some interesting courses, including a Junior Program and a class for disabled people called 'Adapted Boating'. Most people would probably grow out of Lake Merritt after a while, but it's an excellent place to start."

hen the woman behind me asked him what kind of sailing he's involved in now.

"Now I'm a member of the Cal Sailing Club in Berkeley. You know, Berkeley is the only location where you can get lessons in a small, capsizable centerboard boat on the windy part of San Francisco Bay, and you can choose between two independent programs. Cal Adventures operates a sailing program for the University of California, which costs \$50 for an eight-week course in Coronado 15's. The course is well taught and very professionally run, by college standards. Cal Sailing Club, on the other hand, which is now independent from U.C., costs \$35 for three months of 'self paced' lessons in Lido 14's. You can take lessons up to three times a week, and once you pass the sailing test, boat usage is unlimited at no charge, just like at Santa Cruz. They also have a wide variety of boats, including larger keelboats and sailboards. I think one of their strong points is that they encourage everyone to start teaching as soon as possible you know there's no better way to learn something than to try to teach it! But like I heard you say earlier, with these all volunteer organizations you have to put up with a lot of inefficiency."

"Don't you also have to be a Cal student?" asked the woman on the right again.

"No, they're both completely open to the public now. The City of Berkeley owns the land, and the Berkeley Waterfront Advisory Board has something to say about who has access."

"It's nice to hear that someone involved with government has finally realized that low-cost sailing programs have something to offer the local community," said the woman on my left.

They were quiet for a minute while the mood settled down. Then the woman on my right, evidently still a little uncomfortable with all the talk about small boats, asked if she might possibly be wasting her money on

expensive lessons on larger boats.

"Not at all!" was her friend's immediate reply. "You're geting very high quality instruction, and the type of boat and the kinds of things you're learning probably fit your present level of commitment. But if you're really serious about it, get involved in small boats. If you don't want to give up your big boat sailing after having had a taste of it, then you could also start looking for a crew spot on a large racing yacht."

"You mean put up 'Crew Available' notices on the yacht club bulletin boards?"

"Possibly, but I didn't find that very effective when I was looking for a crew position. What works much better is to go to the racing class associations, which often have crew pools, or at least an active grapevine among the racers. I'll lend you my YRA yearbook, which lists all their names and addresses."

Do you really think I have enough experience to be a part of a racing crew?"

"I think you'll learn fast enough, if you want to. Remember, the main thing they're looking for is someone they can get along with who will show up for every race!"

"It sounds as if the more involved I become with sailing, the less it's going to cost!"
"Until you buy a boat," I thought to myself.

"Is there any place where people who want to be crew can advertise?" she continued.

"Sure. A classified ad in a local sailing magazine usually gets results. Just be careful how you word it. A lot of boat owners are thinking of a lot more than just sailing!"

"This is sounding more interesting all the time," she said thoughtfully. Finally our bus rolled into the terminal, and I delayed getting out of my seat long enough to get a look at the three people I had been listening to. The woman who was new to sailing really didn't sound like the sort who would stay with it very long, and she didn't look like it either. It was hard to imagine her getting a few gallons of icy sea water in her face and enjoying it (and those fingernails would have to go). But, then again, appearances can be very deceiving. Maybe I'll see her out on the Bay sometime soon.

– max ebb



CABO

It was the Pearl Harbor of cruising.

The million pieces of cruising debris scattered on the golden sand beach of Cabo San Lucas. Baja Sur on the morning of December 9, symbolized the scores of dreams shattered the previous night when rough weather

caught a mostly complacent cruising fleet on a lee shore. Knowledgeable yachtsmen reported that consistent gale force winds of 30 to 45 knots racked Cabo, with several sustained blasts near 60 knots. Seas were 8 to 10 feet.





CABO

Not all of the boats at Cabo were destroyed. About 15 boats heeded the warning signs of bad weather — falling barometer, an increasing swell, and unsettled black skies — and rode the gale out at sea. Another 12 managed to survive the night safely at anchor. About 40 boats, mostly sportfishers, slammed around the inner harbor, suffering only minor damage.

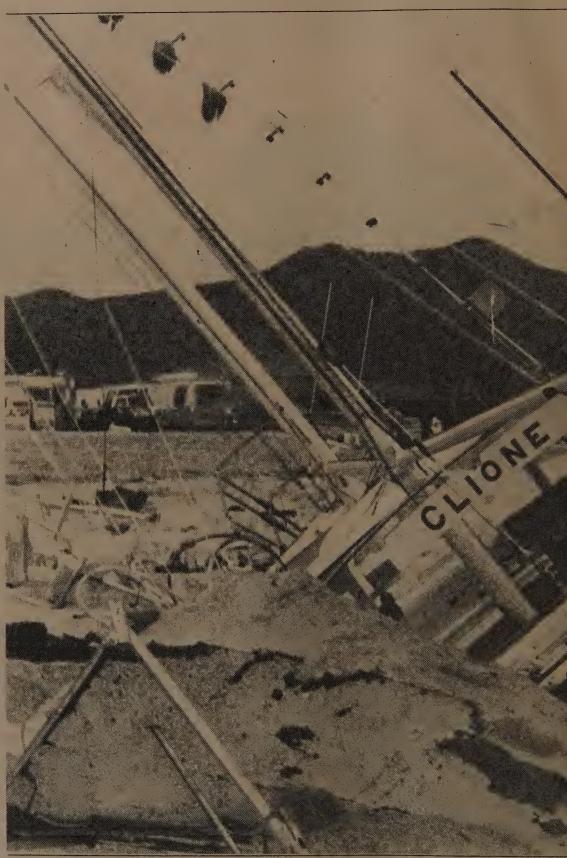
In terms of pleasure boats destroyed, this was a disaster unprecedented in sailing history. Back in 1980 onshore winds of 50 to 60 knots drove 26 boats, generally smaller and less valuable than those lost at Cabo, onto shore at Lahaina, Maui. The average sailboat sunk or beached at Cabo, according to our estimates, was 39 feet in length and worth about \$93,000. The vast majority was less than five years old.

Miraculously nobody was killed during the carnage, and there was not a single injury of consequence. Bob Lockhead of San Diego made a very brief stop at the hospital after losing his True North, Moon Fleet, on the rocks, but that was the extent of it. There were plenty of tears, lots of disbelief, and some vacant stares, but to our knowledge there was no serious emotional trauma.



Larry Pardey supervised the righting of Vagabundo.

Themselves battered by a devastated and reeling economy, the people of Cabo San Lucas were characteristically gracious. More



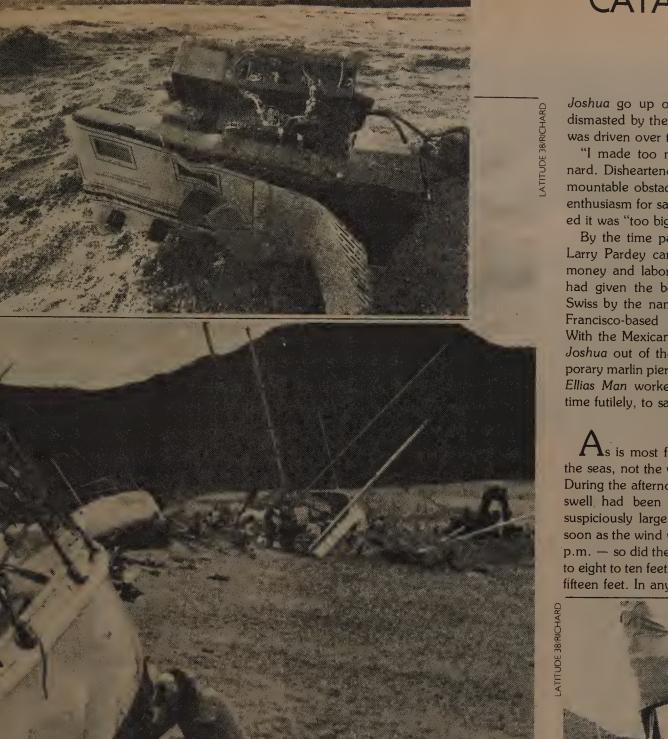
than a few sailors, who like Jerry and Gail Sieren of the Napa Valley lost all but what they had on their backs, were given food, lodging, and even vehicles by private citizens. There was a minor amount of looting, but it rapidly subsided after a complement of automatic rifle-toting Mexican marines was dispatched to protect the property. 'Finderskeepers' was played with anchors and rodes,

Clione, Notorious, Wind Dancer, Vagabundo, Dans'l, Dancing Bear, Gypsy Magic all in view.

as much by American yachties as Mexican fishermen.

rive of the boats driven on the beach were from Northern California: Wind

CATASTROPHE



Dancer, Stan Valentine's Globe 47 ketch from Novato, a total loss. Notorious, Scott Pine's three-month old Olson 40 from Santa Cruz, modestly damaged and currently in the process of being salvaged. Sea Wren, Jerry and Gail Sieren's Tayana 37 from the Napa Valley, a total loss. Dancing Bear, Don and Bonnie Verieg's Cabot 36 from Emeryville, refloated and being salvaged by the in-

surance company. Las Cruces, Connell Cross' 36-ft. Piver trimaran from Moss Landing, a total loss.

Notorious, Sea Wren and Dancing Bear were insured.

Vietnamese-born French citizen and world-renowned sailor Bernard Moitessier, who had been living in Sausalito for the last several years had his 40-ft steel ketch

Joshua go up on the beach. It was then dismasted by the Peterson 44, Freling, that was driven over the top of her.

"I made too many mistakes", said Bernard. Disheartened by the seemingly insurmountable obstacles, he demonstrated little enthusiasm for salvaging his boat. He claimed it was "too big" for a man his years.

By the time patrons Burwell Taylor and Larry Pardey came forward with offers of money and labor for the salvage, Bernard had given the boat away to an energetic Swiss by the name of Rado from the San Francisco-based schooner, Ellias Mann. With the Mexicans eager to get the hulk of Joshua out of the way to install their temporary marlin pier, Rado and the crew of the Ellias Man worked feverishly, but at press time futilely, to save the hulk.

As is most frequently the case, it was the seas, not the wind that did the damage. During the afternoon the combined sea and swell had been running about 2-3 feet, suspiciously large for Cabo. But almost as soon as the wind whipped up — about 6:30 p.m. — so did the sea and swells. Some say to eight to ten feet, others swear to as high as fifteen feet. In any case it was very big.



Dick Conners of Redwood City made it through the night — wrapped around a tree.

For the boats anchored in sufficiently deep water with good ground tackle, December 8 would be a night of high anxiety but nothing



The last bit of a Peterson 44 and Bernard's Joshua.

more. Eric and Anita Broennimann on Kaskelot, a 34-ft. Kaskelot sloop out of Alameda, were anchored in 40 feet of water. They had 240-ft of 3/8" chain attached to a 35-lb plough on the bow, and 110-ft of line and 40-ft of chain attached to a 25-lb plough on the stern. Although they were awed by the size of the waves and concerned their anchor might not hold, they took no breaking waves over the boat and made it safely through the night.

Another Northern California boat that fared well was Magic Dragon, Cliff and Barbra Burkhardt's Valiant 40 from Redwood City and Pier 39. In 35-feet of water they were anchored stern to the seas — a position they liked. They had 200-ft of 5/16" high test chain attached to a 44-lb Bruce anchor on the bow, and 60-ft of 3/4" nylon and 150-ft of 5/16" chain attached to a 20-ft Danforth on the stern. "Cold, wet, and terrified," the Burkhardt's adjusted the anchor lines every half hour to avoid chafe and did just fine. They took an occasional breaking wave, but very few.

It was the boats in shallower water that really had big trouble, that in the form of breaking waves. As Eric on Kaskelot observed, "It was the breaking water that killed boats, there is just so much power in a breaking wave you cannot fight it."

Moitessier's Joshua, anchored closest to the beach and in the shallowest water, was not surprisingly the first boat to drag. It was only about 40 minutes after the first strong gusts hit that Bernard was on the radio requesting assistance, finding his one cyclinder diesel to be no match for the surf. But there was nothing anyone could do for him.

In pretty much evenly spaced intervals, 26 other boats would either sink or go ashore that night, with the last hitting about 2 a.m. (One big powerboat made it through the night, only to slowly sink and be pounded to matchsticks the next afternoon). Initially the VHF radio was alive with Mayday calls, but after about three hours transmissions ceased as people realized that nobody could help them. Everyone was on their own.

For many boats anchored inside the surfline, neither the wind or the seas were as

In 40 feet of water, the Broenimann's took no breaking waves. They're off to New Zealand.

great a villain as the fleet's own imprudent anchoring practices. Driven by the desire to get a spot as close to the beach as possible, the boats were anchored as they always are at Cabo, ridiculously close to one another and the beach. As one person put it, it was as if "thirty boats rafted up together in the Potato Patch during a gale".

Phe Laws of Redwood City was on the Force 50 ketch, *Breaking Free*. "At first we had a wide area to ourselves. Then the ketch *Pisces* anchored parallel; later on *Anona II* and *Wilbur* from Discovery Bay anchored between the two ketches and the deep abyss. Next a fishing boat anchored off our starboard side and a trimaran off our bow. Competition for space within easy reach of the beach was strong, and too many boats were crowded together. *Breaking Free* was boxed in".



CATASTROPHE



As the wind and seas grew, rodes pulled taut, and boats swung in bigger arcs. The result was predictable: "We were about to blow into *Pisces*. All possible adjustments were made, but it was already evident our bow anchor chain might be under *Wilbur's*. At first the crews worked to fend off contact with the others boats, but that didn't last. After a while the wave action was so intense that boats were taking turns crashing down on each other. Stanchions and safety lines were ripped out, the taffrail was gone from *Breaking Free*, and the bowsprit on *Pisces* was broken".

Over on the Tayana 37, Sea Wren, Common sight, a fouled prop and rudder. At right, Notorius and trash.



things weren't much better. Jerry Sieren remembers, "We were only concerned for our lives once, when the ferro cement boat Jolina was anchored off our starboard beam and was doing the same violent dancing we were. Standing in the cockpit we could sometimes look up and see Jolina 30 feet above us. She kept coming closer and closer until she was just four feet away. Fearing that she'd land right on top of us, we went below and lay on the floor beneath the salon table. Actually, if she landed on us, lying under the table probably wouldn't have done any good." (The crew of Jolina, after an hour sawing through their anchor chain, made it out to sea and safety).

Collisions and the tangling of anchor chains were commonplace throughout the anchorage. There were several instances where one dragging boat pulled several others shore.

hen in doubt, go out", is time-honored advice for sailors at anchor. But at Cabo it only applied to those who left at the first signs of the blow, not those who succumbed to the normal human weakness of waiting to see if things wouldn't get better before they got worse. Hesitation was deadly because as soon as the wind whipped up, the bay became polluted with a zillion things that could foul a prop or clog a water intake: flags, sheets, abandoned anchor lines, punctured inflatibles, towels, sail covers, sleeping bags, tie downs — everything. It was estimated 50 boats had fouled props by morning.

After having had several collisions, *Breaking Free* tried to motor out. She was successful for a while, but out near the 'arches' the engine quit. When Phe Laws opened the bilge it was full of acrid black smoke. Although the engine was restarted, something was apparently in the prop, and it again died. Unable to get their last anchor out in time, \$150,000 bumped on the bottom, and disintegrated into small pieces during the next few hours.

But even an operating engine was no guarantee of safety. Bob Lockhead, who had only recently arrived in Cabo after a long sail, tried to power his boat out of the surf line. He was able to make it a mile or so parallel to the beach, but unable to punch through the surf line to deep water. He went on the rocks, just a few hundred yards past Breaking Free.



SEA WREN'S SONG



Gail and jerry Sieren, with all they salvaged. Below right, Sea Wren and Tempus go to their graves.

Noon 25 knot squall comes through, and boat drags. Afternoon spent perfecting anchoring arrangement, one 45-lb CQR off bow small anchor off stern, another 45-lb CQR off side of stern to keep away from another boat. Chaffing gear put in place, lines flaked for additional scope, machine ready to sever lines if necessary. Single mistake, only in "15 to 25 feet of water".

1:00 to 4:00 Horizon is dark and unsettling. "You could fell there'd, be action during the night."

6:00 Eat dinner in cockpit because growing swell makes it too uncomfortable below

6:30 In 15 minutes winds have grown from 0 to 35 knots. Swell is rapidly growing.

7:15 Bernard's Joshua is first boat on beach. Others follow almost immediately.

8:00 Wearing welsuits Gail and Jerry steer to keep clear of other boats and keep bow pointing at waves.

8:15 Prop fouls, engine inoperative

8:45 Seas begin breaking over boat, "maybe 15 feet high". Will take perhaps 45 over boat during the night. Boat wiggles frantically when struggling through white water of broken wave. Shoreside witnesses say Sea Wren pitches at 45 degrees each side of vetical.

9:00 After tying down wheel for a few moments, discover both bronze arms on worm gear have broken. No engine, no motor, can only hope anchor holds. Why not swim to shore? Too much funriding waves, "like a EE ticket at Disneyland".

9:15 Companionway jams shut with both Jerry and Gail inside. Jerry beats flatch open with dinghy anchor, in process gets briefly seasick. Gail already seasick.

9:30 Achilles inflatable blows away when D-ring pulls out

9:45 Still confident. Floure "just in for a long night"

10:00 Particularly big wave washes dodger away.

10:15 Jib bag blows open and sails fly up on Sea Wren and nearby Avorama. Avorama takes off toward shore like a rocket. Fear is their anchors are fangled — they're not. Sea Wren is still riding it out.

11:00 Still holding, all is well.

11:15 Jerry comes below and tells Gail moored powerboats are getting farther away, shore closer. "We're going to the beach," he tells her.

11:45 There is a series of surprisingly soft thuds as boat bounces onto the beach. Half Mexican, half American crowd on shore screams "Jump", and "Don't jump". Crowd panieks them, they jump prematurely, and make it to shore.

"Dumb shit", Jerry thinks to himself, after saving no wallet, no money, no papers, nothing but the wetsuits on their backs and one flashlight. Considers going back on boat, decides not to.

12:30 Waves have pushed Sea Wren way up on beach beyond reach of most waves. No obvious damage, looks like ideal candidate for refloating the next day.

1:30 Walk to Las Palmas for coffee with owners of Ayorama, whose boat is also high and dry and looks good for salvage.

2:00 Seeking to bring solace to a depressed Moitessier, speaking Vietnamese Jerry asks Bernard II he speaks the language, knowing full well he does. Bernard is surprised and briefly cheered.

2:30 Back to boat, discover a small dam above beach has burst sending trees, logs, and other garbage down on Sea Wren. She's



been pushed back in the surf together with the Valiant 40. Tempus All her bulkheads have broken loose, she is a total loss.

Epilogue: Both cheerful and in good spirits. Insurance covers most of loss, but not all. Will spend winter skiing good days, in lodge the bad. Perhaps another boat next year



follows: Los Cruces, the anchor line chaffed through, prop fouled. Ayorama, held well in breaking surf with a 35-lb plough and 200-ft of 3/8" chain until a big gust blew both jib and staysail out of their zippered bags and up the stays. Dans'l held with a 45-lb CQR and 300-ft of chain until a breaking wave broached the boat, killing the engine and dragging the anchor.

Gypsy Magic was anchored safely in deep Left, Clione landed atop a powerboat. Below, the end of a Columbia 28.

There were, however, some boats, like the *Ellias Mann* and *Jolina*, that were able to power out and spend the night at sea. But it wasn't easy. *Ellias Mann* reported the seas so high that they could only navigate past the arches with radar.

f I he inner harbor itself was filled — as it normally is - mostly with big sportfishing boats. However Bill Plywaski and Paul Wiles were on their Valiant 40, Chanticleer, which normally berths in Ballena Bay. Plywaski, who'd never seen anything like this in his 12 winters of coming to Baja, would have preferred to get out to sea, but didn't feel he'd have sufficient room to manuever out the harbor entrance. Even though there were no waves breaking in the harbor and Chanticleer's 150-ft of BBB chain in 10-ft of water gave her 15 to 1 scope, the chain was "bar tight and vibrating". They spent the night "with our hearts in our mouths," although their greatest fear was that a manuevering powerboat might slam into them.

Had the direction of the swell been a little different, the inner harbor could have been suicidal. Plywaski feels 'luck" is the only thing he had over the boats that got destroyed. Five minutes of viewing the destruction the next day was all he could stomach.

One 35-ft powerboat in the inner harbor yanked the shank right out of a high-tensile 25-lb Danforth.

Generally speaking boats were sunk or driven up on the beach for a combination of reasons. The 'final' causes for some are as



CABO

water with 200-ft of chain and a CQR until threatened by another dragging boat. At that time owner Dave Adams attached several other "rinky dink" lines to the anchor chain to stay clear. They parted, and with the line in the prop the uninsured Gypsy Magic went



Americans yachties try and clean of the tons of debris from the beach at Cabo.

on the beach with a lifetime dream of sailing the Pacific. Wind Dancer's anchor chain came off the windlass and broke the sampson post. Tempus was holding well until the anchor shackle parted and a line fouled the prop. Owner's Leonard and Linda Grill of Portland were surprised to discover their Allstate insurance, "covered everywhere in the world but Mexico".

Dancing Bear and Adalante both held for a long time, but were lost during attempts to sail offshore. Adalante caught a sheet in her prop while trying to set sail. Caprice, a 50-ft Burger aluminum powercruiser snapped her anchor chain (one of several that did), and her two stern anchors pulled her prop shafts together, allowing water to pour in.

The denoument of some other boats have been mentioned previously in this article, others are not known.

Most of the sailors in Cabo San Lucas were quick to admit that such destruction did not have to happen. Consensus had it that

the two biggest mistakes were boats anchoring too close to shore in shallow water, and anchoring too close together. Normally you can get away with this at Cabo, but not under abnormal conditions like those on December 8th.

Complacency was cited as a third big mistake. Everyone saw the signs of unsettled weather, but few took to sea or anchored in deeper water away from other boats. Owner after owner reported, "I didn't do anything because nobody else did".

In some cases there simply was inadequate ground tackle used. One boat, almost 50 feet in length, was using 20 feet of quarter inch chain with 1/2" line as a stein anchor. There were far too many similar examples. In several cases small Danforths weren't up to holding in the soft sand. Ploughs and Bruces seemed to work better.

Wind Dancer, a Globe 47, torn in half and shredded.



ODDS & ENDS

Redwood City's Dick Conners rode it out inside the surfline by himself on his Islander 37. Elan His anchor wouldn't come up, his engine was fouled, and he didn't feel he could swim to shore, so it was "do or die". He was scared in the beginning, but with his back to the wall, he became aggressive, calling out for bigger and bigger waves. "I figured I might as well see the worst," he said. Why wouldn't his anchor come up? His anchor chain had three wraps around a sunken tree.

— Up at San Carlos the Mexicans gave the blow a name, Baulo. Boats sheltered at Magdallena Bay. Turtle Bay, and Santa Maria all experienced high winds but no damage.

— Worst report of weather came from Hall and Patti Caldwell's Bristol Channel Cutter. Fox Fire. Veterans of several years in the South Pacific and the Caribbean, the Caldwell's had sat out hurricane winds of up to 80 knots at anchor in La Paz this year, so they've seen weather. One hundred and fifty miles south of Cabo and on their way to the Marquesas, they hit 60 knot winds and 25 toot seas. They'd encountered nothing like it previously and were convinced they'd

"bought the farm". Hal fought the storm aggressively for 36 hours before becoming "too tired to care of I lived". But Fox Fire, a good boat he'd finished himself, took care of the Caldwells. It was enough for Patti, though, and they returned to Cabo where they hired Rob and Lorraine Coleman to sail the boat home to Dana Point.

John and Judy McCandless from the Nor? West 33, Renaissance, out of Redwood City, got clobbered by the same system up by San Lazaro, about 60 miles north of Cabo. John remembers "being hit by a wall of green". Nearby power cruisers reported the winds at 50 to 60 knots and seas 15 to 20 feet. It was the first time they'd been in conditions like that, and after two hours and getting their storm sail up, they felt pretty confident.

Educk and Anna Cagle with Bruce Barnnet of Sausalito were 50 miles north of Cabo on the Fuji 32, Tinette. They experienced strange conditions, with alternating hours of 50 knot winds and calms, with 180 windshifts thrown in. They felt "confident"

— Minor miracle. One big sailboat made it out to sea, found it "too uncomfortable".



CATASTROPHE

Then too, there probably would have been less damage had the storm occured at anywhere in Mexico but Cabo. Located some 800-miles southeast of San Diego, Cabo is the very first stop in tropical Mexico,



Leonard and Linda Grill, their uninsured Valiant 40 is lost.

and embodies much of what they have been slaving for: 80 degree air and water temperatures in the winter, and no damn fog. A charming little town, dazzling scenery, and a docile reputation after the November 1 hurricane season ends are all the ingredients necessary for complacency. Who can deny the temptation for the first-time cruiser, which most of these folks were, from anchoring just a quick swim from the beach and close by their new-found cruising friends? Especially when everyone's been getting away with it for years.

hat now? The future seemed split down the middle, as about half the 28 owners seemed to have temporarily had their fill of sailing or simply are now too old, too poor, or too disheartened to mount another campaign. The other half seems like they're ready for a little rest, and then another boat. It will be interesting to see what happens.

For those who lost boats it had been a roller coaster ride. Linda Grill, who lost her uninsured Valiant and Sue Culver, whose Omega 46 is on the beach in good shape, summed it up this way. "We went from the ritz, to the pits, to the shits."

- latitude 38

and motored into the inner harbor - safely!

— Minor miracle, number two. December 8 was the anniversary of George and Joyce Williams, owners of Adalante. Planning a dinner in town, they'd fortunately gotten a hotel room for the four kids — all under 10-years old — who were on the boat. The boat broke-up badly before making the beach, the parents reportedly didn't think the children would have made it.

 Many Mexicans brought their cars to the beach during the storm and shone their headlights so beaching sailors could see.

— In the inner harbor one owner of a sportfishing boat was hollering for everyone to turn out their lights because 'he couldn't sleep'.

— Although not conclusive, American and Canadian-built boats seemed to hold up better than Taiwan boats during pounding on beaches. The Valiant 40 showed no hull damage after a week of pounding, while most Taiwan boats had huge cracks in a matier of hours.

— Even outside the surf line, steering could be difficult. Anita on Kaskelot leels one blow of the tiller would have broken her ribs had she not been wearing a lifejacket.

— After the storm passed through, the weather was spooky in Cabo for another week. Low barometer readings, dark clouds, easterly winds — nothing good. But by the 15th a high moved in and Cabo was as resplendent as ever.

 A surprising number of people, once they got used to it, enjoyed riding up and down the swells.

There were many heartbreaking stories on the beach, as most owners had worked hard and had far-reaching dreams. David Adams on Gypsy Magic had worked for years to sail to the South Pacific with his family, his boat was a total loss, uninsured. Stan Valentine on Wind Dancer had sold his home and business for the trip. James Allen worked 12 years building his 45-ft. Alden yawl, it was totally destroyed.

— There were some difficulties with Mexican Law, for example boatowners were not to leave the country until they had cleared their hulks from the beach, and yachues were responsible for clearing the tons of refuse from the beach. In general, relations were quite good.

 Boats have again begun anchoring too close to the beach and each other.

CHARTING THE CATASTROPHE

BOATS SUNK OR DRIVEN ASHORE





Gypsy Magic dismantled, and



- 1. La Debaucha
- 2. Breaking Free
- 3. Gemini
- 4. Wind Dancer
- 5. Grace
- 6. Freling
- Adalante
- Notorious
- 9. Tempus
- 10. Sea Wren
- 11. Dancing Bear
- 12. Gypsy Magic
- 13. Ayorama 🛶
- 14. Dans'l
- 15. Clione
- 16. Moon Fleet
- 17. Joshua
- 18. Anahita
- 19. Vagabundo
- 20. Alaire
- 21. Los Cruces
- 22. 'Reefrunner'
- 23. Anuenue III
- 24. Lion's Den
- 25. Caprice
- 26. Ciervo
- 27. Dee-al
- 28. Tigreen Queen

MODEL

CT 54

Force 50

Alden 45 yawl

Globe 46

Omega 46

Peterson 44

Bounty II

Olson 40 Valiant 40

Tayana 37

Cabot 36

CT 37

Endurance 36

Hans Christian 36

Atkins 35 Ketch

True North 35

Steel ketch Columbia 28

Bristol Channel cutter

36-ft. sailboat

Piver 36 tri

Balboa 26

35 Powerboat

Carrycraft 57

Burger 50

Marlineer

35 Powerboat

65 Pacemaker

OWNER

Paul Bauman

Joe Pinkus

James & Joyce Baxter Stan & Mary Valentine

Bill & Sue Culver

Fred Posner

George & Joyce Williams

Scott Pine

Leonard & Linda Grill

Jerry & Gail Sieren

Don & Bonnie Verleg

Dave Adams

Grant & Elizabeth Nichols

Bob & Dana Bundy

Gil Baugham

Bob Lockhead

Bernard Moitessier

Barry Lenerman & Grace

Richard & Betty Bower

Bill Strange

Connell Cross

Bud Davenport

Unknown

James Guv

John Sewall

Unknown

Allen Williams

Thomas Lewis

HOMEPORT

Houston

Arizona

Burbank

Novato

Seattle

Los Angeles

Boulder City, NV

Santa Cruz

Portland

Napa Valley

Emeryville

Victoria

Comox, Vancouver Is.

Los Angeles

Dana Point

San Diego

Toulon, France

Marina del Rey

Vancouver

Portland

Moss Landing

San Diego

Unknown

Marina del Rey

San Franciscò

Southern California

Capistrano Bay Unknown

- 1. Kaskelot
- 2. Chanticleer
- 3. Elan
- 4. Magic Dragon 5. Cheechakco 6. Anona II
- Valiant 40 Islander 37

Kaskelot 34

- Valiant 40
- Cheoy Lee Trawler Unknown Unknown
- NORTHERN CALIFORNIA BOATS RIDING IT OUT AT CABO Eric & Anita Broennimann
 - Bill Plywaski Dick Conners
 - The Burkhardts Dick Mays Unknown

Unknown

Santa Rosa Ballena Bay Redwood City Alameda No. California

Discovery Bay

Discovery Bay

Chanticleer safe.

7. Wilbur

AT CABO, DECEMBER 8, 1982

DIRECTION OF WIND 9 SWELL

- 1. Nobody aboard when wind and seas hit. Only very small pieces left at dawn. Total loss.
- 2. After colliding with second boat tried to motor out. Engine dies, smashed to bits. Total loss.
- 3. Boat filled with sand, slowly being destroyed. Rigging stands. Owner worked 12 years for it. Total loss.
- 4. Sold business & house for trip. No insurance. Anchor chain came off windlass and broke sampson post. Total loss
- 5. High on beach and virtually undamaged. Excellent chance for full salvage. Used to own Norseman.
- 6. Destroyed after impailing on steel hull of already grounded Joshua. Total loss.
- 7. Owner had to swim for it with second boat dragging down. Was anniversary. Second week of cruise. Total loss.
- 8. High on beach in relatively good shape. After keel, mast, rudder removed, will be trucked out. 3 months old.
- 9. Went on beach with another boat when anchor shackle parted. Lifejacket in prop. Slow but total loss.
- 10. Lost one 45-lb. CQR and dragged another up on beach. Steering broke and engine sucked. Total loss.
- 11. Tried to sail out after holding most of night. Insurance company salvaged. Extensive repairs.
- 12. Owner had to add "rinky dink" lines to chain to stay clear of other boats. Broke. Line in prop. Total loss.
 - Holding fine in surf until strong gusts blew open jib bags. Prop fouled. Salvage attempt failed. Total loss.
 - 45-lb. plow and 300-ft. of chain held until boat broached and engine killed. Total loss.
- 15. Boat landed ashore atop and astride a beached powerboat. Huge hole starboard side. Total loss. No insurance.
- 16. Arrived morning of storm, tried to motor through surf. Couldn't. No insurance, total loss.
- 17. Reported first boat ashore. Rigging gone, boat half awash in waves. Bernard gave boat away. No insurance.
 - Bow section of hull lay 60 feet up on the beach. Remainder of boat in small pieces. No insurance.
 - Collided with second boat, dragged anchors. Small hole in hull & bowsprit broken, salvageable & insured
 - No trace of the boat, totally destroyed.
- 21. After holding for hours, anchor line chafed through. Line in prop, boat washed ashore & broke into small pieces.
 - No trace left of boat. Reefrunner was given name after sailed directly over Sacramento Reef with centerboard up.
- 23. Powerboat completely crushed by Clione.
- 24. Designed for Delta, Lake Shasta-type action. "In a million pieces".
 - Bow anchor chain snapped, then two stern anchors caught twin props & pulled them together. Boat took water & sank.
 - Got outside of bay & headed east before being thrown up on shore & totally being destroyed.
 - Totally destroyed.

13.

14.

18.

19. 20.

25.

26.

27.

28. Sprung leak day after storm and sunk in shallow water. Totally destroyed.

NORTHERN CALIFORNIA BOATS ELSEWHERE IN AREA

Month of the control							
1. Kealoha	Mason 43	Unknown	San Francisco		Unknown		
2. Renaissance	Nor'West 33	John & Judy McCandless	Redwood City		80-miles north		
3. Tinnette	Fuji 32	Chuck & Anna Cagle	Antioch		50-miles north		
4. Andale	Santana 37	Bob & Ginni Towle	San Francisco		Mazatlan Harbor		
5. Rowena	Rhodes 50	Barry Stephens	Stockton		300-miles north		
7. Contrary to Ordinary	Freya 39	Willie Smothers	Sausalito		300-miles north		
8. Jazz	Freya 39	Peter Leth & Robin	Sausalito		Mainland south		
9. Champagne	Morgan 38	Don Goddard & Kathy Senelley	Sausalito		Mainland south		
10. Manana Express	Valiant 40	Don Jobert & Susan Selman	North Point	1	Offshore		



THE RATINGS

Ever wonder about racing your boat on the Bay? Let's say you've got a Cal 29, an Islander 30, or an Ericson 41. You enjoy day sailing, but you are beginning to feel a competitive urge. You want to get out there and mix it up with other boats on a race course. If all the other boats were identical to yours you know you could race one-design; but you have also heard about handicapping systems. PHRF, IOR, maybe even MORC. How do they work? Who are they for? Is your boat eligible?

PHRF

The Performance Handicap Racing Fleet, or PHRF, currently involves 20,000 boats around the country and more than 700 here on the Bay, making it by far the most popular rating system. Originated in Southern California 24 years ago, PHRF rates boats based on their past performance on the race course rather than having them measure into a certain rule. The US Yacht Racing Union in Rhode Island acts as a central clearing house for PHRF, but the heart and soul of the system are the regional handicapping committees that custom tailor local boats to local sailing conditions.

The Bay's PHRF committee is headed by Jim Boles, an associate dean at UC Berkeley, and a Tartan 30 owner and racer. Other members are Ben Choate III, Christopher Corlett, Dave Few, Ed Homer, Dick Horn, Carl Schumacher and Steve Toschi. Their goal, says Boles, is to create and maintain ratings so any well equipped and well raced

PHRF involves over 700 boats on the Bay.

boat can have a shot at winning. The emphasis is on well equipped and well raced. "We're trying to measure potential speed," he says. "We also know it's hard to make boats sail fast and easy to make them sail poorly."

inding the 'right' rating for a boat is the committee's major job. For the current price

| THE PATIBLE DESCRIPTION | AND SECURE COLUMN | AND SECURE COLUMN

Left, sample PHRF application. Right, IOR printout.

of \$5.00 (it is due to rise in the near future), a boat owner supplies the committee with basic raw data about his/her boat: overall length, waterline *length, displacement, beam, and sail and rigging measurements. The committee compares data for other boats and arrives at an arbitrary rating number. This is the number of additional seconds you are allowed over a theoretical scratch boat for each mile of the race course. The majority of boats are rated between 100 and 300. Faster boats have the lowest ratings, of course.

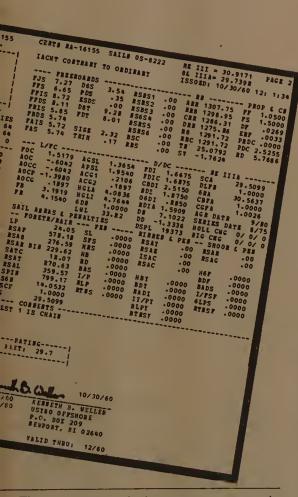
If one boat is rated 150, for example, and another at 156, the former "owes" the latter six seconds per mile of racing. Over a ten mile course, the first boat would have to finish more than a minute ahead of the second in order to win. Normally, base rating are established only at six second intervals, except for exceptional circumstances where there might be a three second interval. PHRF handicappers consider a wrapped winch equivalent to three seconds per mile,

so anything less than that would not be a significant speed factor.

Boats which already have IOR or MORC ratings can easily be plugged into a PHRF number, as can one-design boats — that haven't been altered substantially. If a boat comes from another part of the country where it already has a rating, that can be used as a guideline. Wind and weather factors are also considered in such cases. For example, Southern California boats, which are rigged for generally lighter winds, tend to have higher ratings than comparable models here on the Bay.

One of the major attractions of PHRF is that virtually all boats are eligible. For a nominal fee you can get a rating and a large fleet of boats to race against. Newcomers to racing can get their feet wet and, with some practice, have a good shot at doing well. For the weekend warrior, it's a perfect outlet for the competitive juices.

If you get stuck with a bad rating, you can appeal it. You might even get a rating change (plus or minus) without an appeal.



The tendency is to err on the low side so as to diminish the chance that the new model will blow everyone off the course. There's also the 'hired gun' syndrome with new boats, which can further skew the PHRF numbers. Often the designer or builder will stock their newest effort with hot shot sailors who can really make the boat fly. If they win, which they should, the handicappers assume the boat is fast and give it a low number. When the average Joe and Mary start campaigning the boat, it makes it that much harder for them to do well.

If you want to get more information and/or an application for a rating, call Debbie at the YRA office, 771-9500. If your boat already has a rating, you'll get your number right away. If the committee has to compute it, expect it to take a couple of months. If you

is sailing's high priced spread. It was born in 1970 when English and American sailors combined their respective rating rules into one. Since then it has enjoyed considerable success worldwide. All the world Grand Prix sailing events, such as the Southern Ocean Racing Circuit (SORC), the Admiral's Cup, the Clipper Cup and the St. Francis Big Boat Series are for boats measured with the IOR rule. To win on this level — and make no mistake, winning is the name of the game in this crowd — you need mucho bucks and lots of talented help to sail your yacht.

Locally, the IOR has fared well. The Bay has recently developed one of the finest fleets anywhere. Currently, the cream of the crop are Dave Fenix's Bullfrog, a Peterson 55 from the San Francisco YC, Clay Bernard's Great Fun, a Davidson 50 from the St. Francis YC, Irv Loube's Bravura, a Frers 46 out of Richmond YC, and Munro Wingate's Scarlett O'Hara, a Peterson 43 from the Metropolitan YC. They are all world class boats, and they are constantly chal-

The committee, which meets once a month, has access to computerized results for all handicap racing on the Bay from the YRA office. They can experiment with different ratings for boats in a "what if" scenario and see how the overall results would have changed. If they find someone saddled with too high a number, they can then adjust it.

There are, of course, some drawbacks to PHRF as well. Detractors claim it puts a negative premium on winning. If one boat pulls a string of bullets in a fleet, the committee has to assume that they've given it too generous a rating. Other competitors in the fleet can petition for a change, or the committee can do it themselves. As East Bay designer Jim Antrim noted sarcastically in Sailing magazine a couple of years ago: "If a boat consistently places high in the standings, her rating will be adjusted to pound her down to mediocrity. Therefore, the ultimate PHRF race with a fleet of nine would conclude with all nine boats tied for fifth place."

Another problem has been what to do with new boats. Without any kind of data base to draw on, the handicappers have to guesstimate what the best rating would be.

SAMPLE OF S.F. BAY PHRF RATINGS

Alberg 35-192	Cha
Aphrodite 101-132	Cor
Bird-168	Core
Buccaneer 295—168	Cor
C&C 30-174	CSY
C&C 34-144	CT
. C&C 40-90	Dow
Cal 2-46156	Eric
Cal 20-264	Eric
Cal 25-222	Eric
Cal 27-2-198	Eric
Cal 29-174	Eric
Cal 30-2-174	Espi
Cal 30-3-156	Etch
Cal 34—174	Fan
Cal 40-114	Fara
Catalina 22-270	Fast
Catalina 27 OB-198	Fast
Catalina 30—180	Flick
Catalina 38-120	Free
Cheoy Lee 36-192	Frei
Clipper Marine 32+270	Fujl
Columbia 26-2-228	Gol
Columbia 36-150	Gul
Columbia 43-2, -396	Han
Columbia 50—96	Har
Columbia 9.6—180	KI
Columbia	Hav

Challenger—258
Coronado 25-228
Coronado 34-180
Coronado 41-168
CSY-37-138
CT 41 KTH-222
Downeast 38-216
Ericson 27-222
Encson 30 + - 162
Ericson 32-2-180
Ericson 35-2-150
Ericson 41-132
Esprit 37-138
Etchells 22-126
Fantasia 35 MS-210
Farallon Clipper-150
Fast 40-96
Fast Passage 39-132
Flicka 24-270
Freedom 33-162
Freya 39-138
Fuji 32 KTH-246
Golden Gate 234
Gulfstar 40-120
Hans-Christian-38-192
Hans-Christian-43
KTH-138
Hawkfarm 28-162

Hobie 33-96
Hunter 37-126
tslander Trader 41
KTH-204
Islander 28-192
Islander 32-3-174
Islander 36 – 144
J/24-168
J/36-84
Lancer 29-3-180
Lapworth 36-156
Mason 43-150
Moore 24-150
Morgan 38-2-150
Morgan 41-192
New York 36-108
Newport 28-192
Newport 30-2-174
Nonesuch 30-180
Nor' West 33-186
Nordic 44-90
O'Day 27—198
Offshore 40-180
Offshore 41—138
Olson 30-102
Pearson 10M-144
Pearson 365-192
Pearson 424 KTH-1

)

already have a rating but you've changed your boat, you need to reapply for a new rating.

IOR

The International Offshore Rule, or IOR,

lenged by the rest of the local fleet. About 65 boats register to race for IOR each year, according to fleet organizer Roger Hall, who owns the Serendipity 43 Wings.

To greatly simplify the IOR rule, it is a way of assessing a boat's speed potential and rat-

RATINGS

ing it accordingly on the basis of length. The final number, expressed in feet, is derived from putting length and sail area over beam and displacement and multiplying that fraction by a series of factors. In most cases the rated length turns out to be less than the boat's actual length. For example, 1981 Big Boat Series winner Great Fun, which measures 50.0 feet LOA, has an IOR rating of 40.8 feet. On the other hand, many ultra light displacement boats (ULDB's) have rated lengths longer than their actual length. The famous lightweight flyer Merlin, 67 feet overall, has a measured rating of 90.5 feet! Her long length (in the top part of the fraction) compared to her narrow beam (in the bottom of the fraction) increase the final product. Shorter, wider beamed boats, like Great Fun, tend to rate lower.

As with any rating rule, success on the race course is often predetermined by the designer. Those who can draw boats that sail well to their ratings have made legendary names for themselves. Ron Holland, Doug Peterson and Laurie Davidson are three that come to mind. Others, like MIT mathematician Jerry Milgram, found loopholes in the rule and created boats in the 1970's which were very successful — until they changed the rules. In 1973, Milgram designed the 38-foot ketch Cascade with no foretriangle, a contingency the rulemakers hadn't thought about. Under the rule at the time, Cascade received a very low rating and proceeded to win 3 races of the SORC!

But like the IRS, the IOR rulemakers have moved quickly to plug up leaks. They have done this, in part, by adding various correction factors for such items as the engine prop, the center of gravity, the displacement/length, the centerboard, etc. The end result is a measurement certificate that looks like a readout from the New York Stock Exchange. Not surprisingly, it costs to measure your boat for IOR. Besides the basic measuring fee (about \$350), you have to have your boat hauled out of the water and jimmeyed around so it's level (another \$100 to \$200) and then you pay \$65 for the computer to crunch all your numbers and come up with the final rating. Here on the Bay, Sausalito's Myron Spaulding and Portola Valley's Ray Booth do most of the measuring.

One of the leading authorities of the IOR is Oakland's Gary Mull, a naval architect and chairman of the International Technical Committee (ITC), the branch of the IOR responsible for administering the measure-

ment rule. When Mull took over the ITC in 1980, the great hue and cry in IOR circles was the rapid obselescence of boats. Mull felt too much emphasis was being placed on new boats with a resulting rapid turnover. He has been working towards smoothing out the rule so that older boats can have a chance at winning as well. The result has been the often referred to "Mark Illa" section of the rule.

Contrary to the popular notion that the

and the ocean. Some of the noteworthy races are the spring Danforth ocean series, the Stone Cup in early summer, and of course the Big Boat Series. An added wrinkle for this year is the formation of a separate ocean division for ULDB boats. Since these downwind rocket ships all suffer pretty much equally under the IOR, grouping them together gives them all a more equal shot at winning.

For more information about getting in-

Boat	Type	IOR	PHRI
Annabelle Lee	Peterson 48	38.1	30.
Chasch Mer	Santa Cruz 50	59.6	0
Great Fun	Davidson 50	40.8	18
High Noon	Peterson 41	32.0	- 66
Irrational	Peterson 41	32.1	66
Merlin	Lee 67	90.5	-36
Sdlt Shaker	Peterson 39	30.1	78
Sweet Okole	Farr 36	30.9	84
Swiftsure	Frers 58	48.4	-12
Wings	Serendipity 43	32.8	66
Zamazaan	Farr 52	42.4	1.2
Bullfrog	Peterson 55	44.6	NA
Bravura	Frers 46	35.3	NA
Sanguind	Farr 48	40.1	30
Pegasus	Holland 46	36.4	NA
Lois Lane	Wylle Custom	30.3	NA

Mark Illa is an "old age" allowance, Mull argues it is a way of giving credits to different hull shapes which were popular during certain time periods. Hence, you have boats designed before 1972 in one section of Mark Illa, boats from 1973 to 1976 in another section, and boats from 1976 to the present in yet a third sector. Each type of boat gets measured a bit differently.

The Mark Illa has had a stabilizing effect, and the IOR is currently enjoying very active participation. In fact, this year's upcoming SORC, a bellwether series, expects a record turnout of over 90 boats with up to 35 new boats in the 30 to 40 foot range. When you consider each one will cost anywhere from \$150,000 to a half million dollars, you can see why this is a high stakes game.

Here on the Bay you can participate on a less demanding, but not necessarily less competitive level. IOR boats race on the Bay

volved with the IOR fleet, you should contact either Roger Hall at 254-4200 or Chris Corlett at 261-6556.

MORC

The MORC rule also has mixed Anglo-American roots. In 1950, a group in England formed the Junior Offshore Group (JOG) for racing small cruising boats. The idea of a separate group for smaller boats led to the formation of MORC in the U.S. in 1954, when naval architect William Shaw and designer Olin Stephens modified the CCA rule for boats under 24 feet overall. In 1959, they had the rule expanded to include boats up to 30 feet. MORC fleets have been most active on the East Coast, but they have "stations" located throughout the U.S. and Canada.

Alameda naval architect Carl Schumacher serves on the measurement rules

committee for MORC, a group analogous to Mull's ITC. He is also an advisor to the local MORC fleet, which has been inactive for several years but plans to offer a schedule in 1983.

According to Schumacher, whose Capo 26 design took a third overall at the 1982 MORC international championships, the basic philosophy of the MORC rule differs from the IOR. Rather than saying a boat will be X fast based on parameters of length, sail area and displacement, the MORC rule has a base model with certain dimensions. "As you differ from that base model," he says, "you're either credited or penalized. If the measurement rules committee thinks the change makes the boat slower, then you get a credit; if they think it makes it faster, then you're penalized." Those penalities and credits are added together and multiplied by the rated length of the boat and a constant (.875) to come up with the final rating.

Schumacher says the MORC rule is simpler than the IOR and is quite effective for the relatively narrow range of boat it applies to. (The IOR rule has to cover boats from 16.0 to 70.0 rated feet). Also, since most MORC boats weigh less than 10,000 pounds, they are actually weighed on a scale rather than by calculation as they are with IOR.

The cost of getting a MORC certificate is \$70 plus \$20 to join the association. Local measurer Paul Kamen is getting set up to do the work, and Schumacher estimates the process takes only about two hours. Everything but the weighing is done in the water. The fleet captain for MORC is Dick Heckman, who can be reached at 538-7689 or Ray Issacs at 841-8054.

To sum up, if you've got a yen to go racing, there are several options available to you, and all have a different twist. For low

key racing in a large, active fleet, you've got PHRF. It's cheap to get into the game, and although the rules aren't perfect, you can learn a lot about racing just being out there. If you want more intense competition and you have got some cash and time to spare (you'll need lots of both if you want to do well), there's the IOR. If boats in the 20 to 30 foot range are your cup of tea, then you can go MORC, although the local fleet is just getting organized. And if your boat is a popular class, you could always race one-design. It too is relatively inexpensive, and you always know where you stand in a fleet of identical boats

You don't have to join a yacht club to enter the Winter Series or the summer Friday Nighters; but being in a club is part of the fun, and fun is what sailboat racing is about. The ratings rules, despite their complicated formulas, are meant to keep it that way for everyone. So if you've got a Cal 29, or just about any other boat with sails, racing can be fun for you.

latitude 38 – svc



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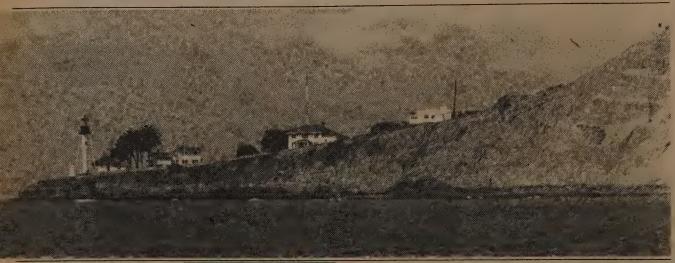
CRUISING

Northern California sailor's three most popular maxims are:

1. Whatever

cover that not only is this last maxim false, but that the sum of the three of them was completely

Humphreys bar to ratify the cruising maxims. They are, by order of their applicabilinerves, gives you something to do with your hands, and may be used to get drunk with. Some



Pt. Loma.

can go wrong, will, and at the worst time.

2. The wind doesn't blow in San Francisco Bay: the Valley sucks.

3. If you can sail San Francisco Bay, you can sail the world.

Local cruisers sailing south for Mexico this winter were quick to dis-



Anna Cagle of Tinnette.

inadequate to cover their now broader sailing maxim needs. Consequently a new set of truisms — which everyone realizes only provide an outlet for frustration and never keeps the shit from hitting the fan — had to be compiled. After several weeks work a group of Northern Californians met in

ty/veracity ratio, as follows:

1. Always bring beer. Self-explanatory to most sailors, beer helps break the ice meeting new people, 'greases certain palms, calms shattered

sailors even like the

Years ago the fortuitous presence of a sixpak led to us becoming privileged guests on

Larry Blank at happy





Order at the Isthmus.

Santa Cruz Island. Since then we don't leave home without it.

2. Don't be stupid. Not an easy maxim to follow until after the fact, although most sailors get better at it with experience.

3. Never eat in restaurants that overlook the

MAXIMS





Celestial Connie of Satur-

when there supposedly were none.

5. If the chef doesn't wash his hands, don't eat there. Particularly if the restaurant overlooks the water.

6. If she'll do it for you, she'll do it for anyone. This applies to the girls of the zona rojo in Mexico as well as the guy in Newport Beach who says he'll sell you an outboard for 50% off

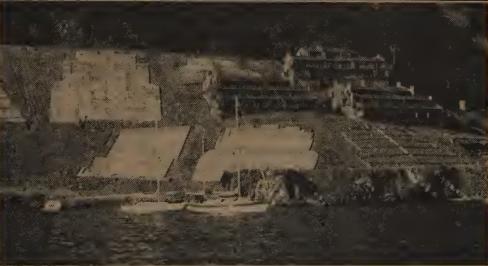
water. Actually a corollary of 'Don't be stupid'. Everyone knows you're paying for the view and not the food. The El Torito restaurant on San Diego's Shelter Island in



Dr. Bob having the "time of my life"

San Diego, featuring Mexican food mild enough for a newborn baby, is a well-known example.

4. Always know somebody who works there. Sometimes it means you get better prices, it almost always means you get better service. It got us a berth in Santa Barbara this fall



Condos at Catalina.

because 'he likes you'.

7. Don't ruin your whole life over a few

CRUISING

minutes in bed. In other words if you ignore the 'Don't be stupid' maxim and partake at the zona rojo, you'd better protect yourself.

- 8. Always have a well-committed crew. Like the weather, every-body talks about having a committed crew, but nobody knows how to do anything about it. (This maxim is also a corollary of 'Don't be stupid').
- 9. Don't assume a crewmember will stay past the next port. See above.
- 10. Real sailors don't wear cologne. Some of their wives and girlfriends wish they would,

Clockwise from '9': Bob, Maren, Cy, Darrell, Randy, Peter, Ernie, Connie, and Mary.





however.

- 11. Real sailors don't wear make-up. Except Debbie Blank on Pilot who uses just a tiny bit of eyeshadow and Conni Kiever on Saturna who always wears blush.
- 12. Trust your instincts. This applies to



Gotcha!



most highly recommended are: El Paseo in Santa Barbara; the Red Onion Social Club in Marina del Rey; the Red Onion and Josh Slocum's in Newport Beach; the Jolly Roger (complete with dock) in Oceanside; Ruben's on Harbor Island in San Diego, and Humphreys on Shelter Island in San Diego.

At these places you can get a dinnersworth of great hors d'oeuvres (fresh fruit, shrimp, hot dogs, etc.) for about \$2 worth of beers. That's a cheap dinner in

anyone's book. If you start to have guilt feelings about being a mooch, don't. It's actually a good deal for the restaurants, too. You see all the CPA's and dentists with Top-Siders really enjoy talk; ing with folks who are actually sailing somewhere, so you are the bar's 'draw'. How do you tell the CPA's and dentists from the real cruisers? The CPA's and dentists wear cologne.

14. Be friendly to powerboats, for they have the ice machines.

15. Rich or poor, it's better to have money. Especially when a \$2500 SatNav would



Peso madness.

\$27-a-night guests slip would cheer you up. However,

17. It's better to have a shitty boat and a great crew than a great boat

weather, waterfront restaurants, crewmembers, drinking water everything.

13. Never turn down anything free, a.k.a. you've got to hit the 'Happy Hours'. (The only acceptable time for sailors to be in waterfront restaurants). The



Newport, Harbor.

keep you from getting lost and a few days at a Cabrillo Isle's

16. It's the sailors, not the boat or fancy gear, that make a cruise safe and fun.

CRUISING



Susan of Manana Express

Wednesday but had to come back because one of the crew wasn't psyched for the remains of the storm. We couldn't go on Thursday because we'd have to go to the Consulate all over again, and anyway there was no telling if Aero

best you can.

20. There is a solution to all problems.
Given sufficient time and money.

21. Cruising the Delta is nothing like cruising in the Ocean. There are no



Gassing up.

tules in the ocean or waves in the Delta.

22. It's a bad world to be sensitive in. Although it's not quite as bad if you singlehand.

23. Everyone lives in their own little world. They really do.

24. Harbor Patrolmen in Southern California



Jorge Galvez, fish licenses.

and a shitty crew. The latter is more common.

18. You can't cruise by a calendar schedule. But many try.

Unable to leave for Cabo on Monday because a late plane caused us to miss the Consulate, we couldn't go on Tuesday either because of 50 knot winds and big seas. We left on

Mexico or Mexicana would ever fly again. So our boat went to Cabo without us.

19. Cruising by a calendar schedule is better than not cruising at all. You just have to do the



Mexican consulate, 2nd floor.



Fish license, 16th floor

MAXIMS





Willie and sticker shock.

become gruff and zealous at the slightest provocation. Like waking you at 2 a.m. to tell you that if the wind shifts half your boat might swing outside the approved anchorage area.

25. Shit happens. The ocean-going equivalent of 'That's life'. 'The' maxim of cruising sailors, encompassing everything that can possibly occur in a single maxim:

Our dinghy was stolen. 'Shit happens'.

Your best crewmember runs off with your wife. 'Shit happens'.

It's sunny and warm in San Francisco while it



Maren's boat.

Police Dock, San Diego.



rains on you from San Diego to Cabo. 'Shit happens'.

You get the idea, cause like they say,

26."If you can't take joke, you shouldn't joke, you go cruising."

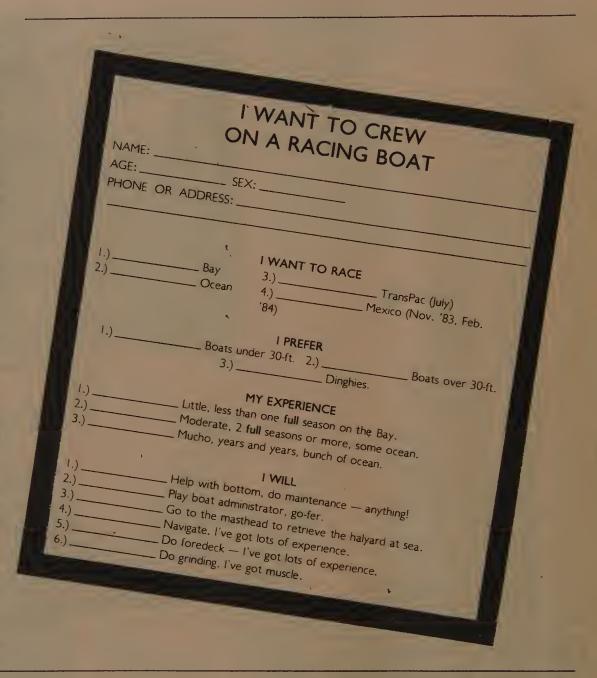
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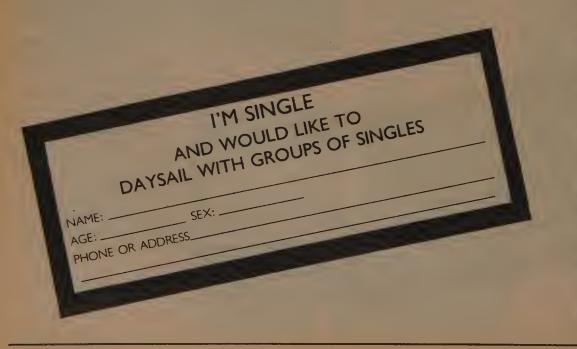
CREW LIST

This is the January Boat Show issue, which means it's time for Latitude 38's annual 'Crew List'. Whoopee. What's the Crew List? Well once a year we allow folks who'd like to race, cruise or 'social' sail the opportunity to list their name where it might be spotted by a boatowner looking for just such a crew. We also allow boatowners to list the availability of crew positions on their boats for racing, cruising and just plain social sailing. We've done the Crew List for a few years now, it's been pretty popular, and it even works for a few people.

There's one major change in the Crew List this year, namely that folks looking to crew on boats will have to pay \$5. How come? Well, there are three reasons, in order of importance, they are:

- 1. Charging \$5 will deter half-hearted applicants who otherwise would fill out an application "just to see what happens". Invariably this results in a frustrating waste of everyone's time and money. We're only looking for serious applicants to be on the list, and those not willing to risk \$5 just aren't serious enough.
- 2. By charging \$5, the Crew List is postured in such a way that applicants are really paying to 'advertise' their name, which is all the better to reduce our 'window of liability' to those of litigous dispositions. There is no charge for boatowners looking for crew, because a. boatowners have enough expenses as it is, and b. boatowners are less litigous by nature.
- Last year we had about 1,500 people sign up on the Crew List, which proved to be far too many names and telephone numbers





for our typesetter's psyche. She's refused to set the list again this year unless she gets the services of a shrink and a finger masseur. They cost money, and those of you wishing to sign up will have to foot the bill.

Still don't think that's enough justification for a \$5 charge? No sweat, we've got more to offer.

After last year's Crew Lists were published, there were several hastily organized and unofficial Crew List parties at the St. Francis and Sausalito yacht clubs. The idea behind them was terrific, because it gave everybody the opportunity to meet each other person to person rather than blindly over the telephone. It was such a good idea that we're going to steal it and hold several 'official' Crew List parties this year.

At each party — there'll probably be one for racers and one for cruisers — there'll be a brief sailing program to break the ice, drinks to break the ice, and popcorn to butter up new acquaintances. And the deal is, your name on the Crew List is your ticket to get in the door.

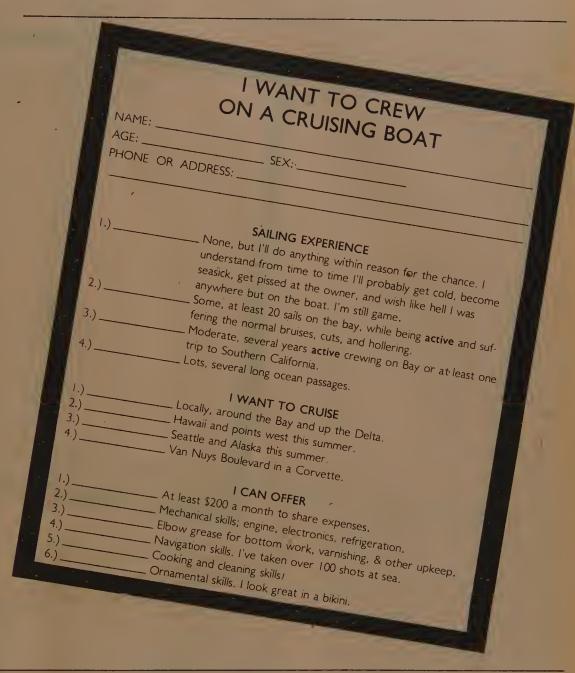
So you really do get more than you thought for your \$5. If this isn't sufficient justification for the charge, you'll simply have to sign up for some other sailing magazines Crew List. Assuming you can find another one.

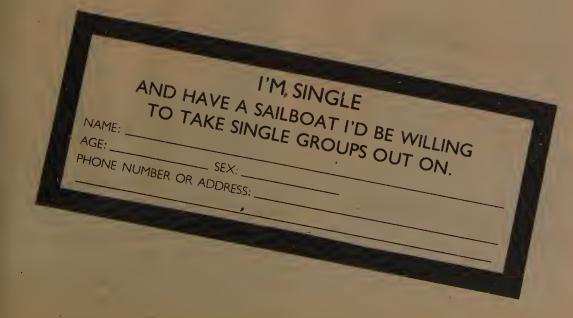
Ground Rules for the Crew List are pretty simple.

Rule One. By filling out the Crew List form you absolve Latitude 38 from any responsibility for whatever trouble you might get in. If you get pestering phone calls or mail, or if you get on a boat that runs into a freighter and sinks, it's your fault because you're an adventure lusting swashbuckler (or swashbucklette) who advertised his/her name because to you living life without a little danger doesn't seem like living at all. If you're not ready to take that much responsibility for yourself, don't advertise your name.

Rule Two: Fill out the forms clearly. If you don't, they go in the trash.

Rulé Three, the last rule (we told you it was simple). Those who wish to advertise their names for racing positions must have their forms in our hands by the 15th of February. If you're late, you missed the boat (pardon the pun) until next year. The racing





Crew List will appear in the March issue, which comes out the first week in March.

Those advertising their names for positions on cruising boats or for social sailing positions must have their forms in our hands by the 10th of March. The cruising and social Crew Lists will appear in the April issue, which comes out the first week in April.

As always, we want to remind the ladies that you are free to use psuedonyms, and you are encouraged to use P.O. Box numbers. This allows you both to screen inquiries and not be deluged by telephone calls. If you are a woman and sign up, you will be deluged with inquiries. Or your money back.

We also recommend that ladies only sign up if they feel they can handle themselves

CREW LIST

around amorous men. Feedback from previous Crew Lists indicates that either 1. salt water is an aphrodisiac, or 2. women who sign up for *Latitude 38*'s Crew List are absolutely irresistible, because some sailors just can't seem to keep their hands off the ladies just wanting to sail.

To underscore the downside risk, we're printing the experience of one woman who signed up for the Crew List last year. Notice however that she persevered, and at last report was cruising in the waters near the Equator. Her story:

Elena's Story

In regard to your Crew List, I didn't know whether to say "Thank you" or "F.U.". It led to a madcap search through the bays, estuaries and beyond, for the perfect cruising boat and crew. Among those I met were mellow laid-back California cruisers to the most intense racers. The assortment of craft I sailed ranged from vintage hand-patted ferrocement units to the most modern glass hull designs. My search was made infinitely more interesting by its unanticipated parallel to a computer dating service: A search for the ideal match.

My adventure began with your Crew List in the April issue. (That's me, number 6, has 3/wants 1,2,3,4,5/offers plumbing heads to naviguessing.) The day before that issue was out, life was uncomplicated and mundane, patching folks up at Highland Emergency Room for my wage, and driving my Chevy around Mundania for fun. The day after it was released all hell broke loose.

I was barraged with phone calls and letters. My roommate began pleading for an answering service, and I, insanity. The next three weeks saw me speeding up and down the coast and all around the bay by Chevy, meeting potential cruising skippers, and going for little "get to know-you" sails on the bay.

Among them I met fewer than five reasonably qualified skippers, two or three gentlemen, and at least 26 girl-grabbing jerks in search of the ultimate deck decoration/galley girl.

Being congnizant of past situations, I took my honed (14") Marttini filleter along to each introduction sail, with intentions of rigging hacking and sail stabbing as a counter threat to girl-grabbing. In self defense I have threatened one man's rigging, another man's

mylar main, and actually skewered a sun shower beneath the Oakland Bay Bridge. I countered another fun-seekers' lust by tossing winch handles in the drink. With two down and one left dangling over the backstay, he agreed to keep his hands to himself and head back to Berkeley.

In addition to the grab-happy salty dogs, I met an assortment of other types. There were the Sunday sailors, with the finest vintage wines, all the right clothes, and two itsie-cutsie dixy cup winches on their forty-footers. They generally sported a lunch hook on a little bitty ditty of polypro on their bows.

There were querulous racers with plenty of sail area, rigging, yelling, and chaotic cockpit maneuvers, with overtones of tension and impending ulcers. Two hours with seven headsail changes made me tired.

There were mellow, laid-back California cruisers, sharing the experience and getting totally into tofu, wheatgerm, and organic gear. They had rotting canvas, primitive hemp lines, and yogurt happening in the head.

The fleet of flotsam buckets, sailboats and

tubs sailed with an assortment of conveniences and lack thereof. The head situations were anything from a little blue bucket, to three electric pump units. There were gimballed galleys with lots of teak, ice cube makers, garbage disposals, and pressure hot



CREW LIST

water, to the simplicity of a bag of marshmallows and a warm 6-pack in a locker. Their entertainment was provided by Atari Pacman, color TV, and stereo, or a chess set and books.

The flotilla found their way around and stayed put with a variety of techniques. Some boasted the latest and greatest electronic gizmos. The fugowees had CB, Ham, VHF, RDF, SatNav, Radar and Loran C. Some relied on compass and sextant. Ground tackle ranged from a dock line on a 40-ft. Cheoy Lee, to 400-ft. of 3/8" chain, three plows, two Danforths, a Northhill and a grapnel on an Ericson 30. She sat a little bow down.

There were phone calls and letters from as far south as Panama, north as Alaska, west as Hawaii, and everywhere between, requesting all sorts of additional information. A very few wanted more 411 on my experience. More commonly the fellas wanted to know my marital status, the color of my hair and eyes, my thoughts on group sex, or my eating habits. Several wanted a — bathing suit optional — picture. I felt like I was auditioning for a cockpit decoration pageant rather than a crew member.

In late April I stopped at 5th Avenue Marina in Alameda, and took a look at a Ranger 33 with her entire cabin contents spewed out on the dock. No yachties appeared, so I approached a group of drunken fishermen sitting on the dock around a hiba-

I AM LOOKING FOR CRUISING CREW PHONE OR ADDRESS: _ MY BOAT IS A: WHERE & WHEN I PLAN TO SAIL TO: (Mexico, Hawaii, etc.) ON THIS DATE: I AM LOOKING FOR CREW _ That is male. ____ That is female. __ Whose sex is unimportant, MY CREW SHOULD Be willing to share expenses such as food and fuel. Be willing to bust butt preparing boat. Have more desire than experience, Have lots of ocean experience. Know celestial navigation, really know it. Have mechanical skills for engine, etc. Be unattached and unopposed to the possibility of a friendship

chi, picking at a salmon with no forks, and passing a bottle of some robust vintage — a Gallo Burgundy, I believe. A motley looking crew they were. I asked if they knew of *Tsunami*'s owner, Bill Pollock. A paint spattered, bearded fellow with a cigar dangling

extended a greasy hand and introduced himself as Bill. No one said much. We sized each other up. I sat down, (since no one stood up) and partook of the fish and the jug.

Fifteen minutes later I was upside down in the lazerette, grease up to the armpits, laying siege on the Atomic-4, which at the time refused to turn over, and was later to provide us with innumerable hours of hot, greasy fun.

That day was the beginning of a series of events on *Tsunami* too lengthy and numerous to mention in anything short of a modern romance adventure novel. We are finally cruising, now anchored at Goat Harbor, Catalina Island, awaiting the end of hurricane season before moving south, and enjoying the beginning of lobster season. Having a great time, wish you were here. For this meeting I say "Thank you". As for some of the others, I will chalk them up for experience

Salt stricken and sailing south escapee from Mundania, Number 6 on the List,

- elena garcia



WEEKEND

Back when we were yacht racing almost every weekend, I used to long for some free time to do what the common folk do on weekends. You know, Saturday matinees, gardening, leisurely weekends with virtually nothing planned.

For one thing, I had heard glowing reports about how wonderful it was to lie abed on Sunday morning, immersed in the Sunday paper, snug in one's jammies, sipping a steaming cup of coffee. I could picture it in my fantasies, complete with the tantalizing aroma of freshly ground coffee beans. I came to resent Sunday race days when I stepped over the newspaper on my way to the boat at 9 a.m., having swilled down a cup of Taster's Choice Freeze-Dried and a microwaved donut while making assembly-line sandwiches for a voracious crew of eight.

So when we quit racing, I could hardly wait for the midwinters to begin so I could miss them. I marked the dates on my calendar. I even set my alarm so I could do what I've always yearned to do on race day: go back to bed!

Rain was splattering when the alarm sounded, and I was struggling to wake myself enough to silence the intrusive buzzer when I remembered! Ordinarily, this would have been a race day. I thought about all our yacht racing buddies who were dragging themselves from their cozy beds, peering into the mirror for signs of chicken pox so they'd have an excuse to call the skipper and dive back into the sack.

I felt no guilt as I snuggled down again, pulling the comforter into a snood over my head and listening to the rain as I dozed off.

About two hours later, I brewed an aromatic pot of coffee to go with the croissants I had stocked for the occasion. Then I returned to bed where I remained until the early afternoon, engrossed in the Sunday paper. It was just as I had dreamed it would be, a truly decadent experience. I'm glad I did it.

I had heard that people who don't race sailboats sometimes go driving in the country. In my mind's eye, we'd climb in the family car, not take along a picnic, and go for a nice tranquil drive, stopping for lunch at a historic country inn. There'd be no rigging involved, no sandwich-making, no calling up a crew of eight to help drive, just a nice family cruise in the car.

The opportunity arose one balmy



weekend when my husband, John, mentioned he needed to drive to Petaluma. It seemed perfect. We had cruised there several times by boat but I wondered what Petaluma looked like from land.

"I'm just going to the automobile junkyard for some parts," he said, "so don't get dressed up."

That altered my fantasy of dining in a country inn, but no problem, we'd just pick up some fast food along the highway. The kids would probably prefer it anyway.

"It is going to be so relaxing," I remarked across the fence to my neighbor as the family piled in the station wagon. "See? We don't have to cope with a half-dozen canvas bags loaded with gear, life jackets, a case of beer,

charts, a tide book, two blocks of ice, a gallon of stove fuel, and the usual "quick" stop at the chandlery. We just get in the car and go!"

But first we made a quick stop at the gas station to fill the tank, check the oil, and inflate the tires. The car had seldom been on trips farther than ten miles to the harbor, so we couldn't take any chances.

Then we were off to the country at last! Traffic seemed unusually heavy, and I realized we probably hadn't been downtown on a weekend since we started racing seven years ago. I knew as soon as we hit the freeway, though, there'd be nothing but blue skies and rolling hills all the way to Petaluma.

The freeway, unfortunately, was rather congested too, in fact we had to travel 35



m.p.h. all the way through San Rafael.

"We're going to have to step on it, Dad," urged our boy child, "I've got to be back by 2.30."

"What do you mean?" I inquired. "We are planning a nice family drive in the country and I don't intend to rush it." "Sorry, Mom," he explained, "but the guys and I have had these plans for weeks."

"And I promised Jenny I'd go roller skating with her this afternoon," chimed in my daughter.

I decided to spare them the guilt trip this time, so we just continued our drive and traffic thinned out as we whizzed past the Novato exits. There were a few cows and some grass, but the hills I remembered were lush with condominiums.

"I guess we're not quite in the country yet," I commented, and settled back to relax.

Then suddenly we were entering Petaluma. "I can't believe it," I gasped. "Petaluma is a long, full day sail by boat. Did we really get here in less than a half hour?" My mind conjured up our tranquil, meandering cruises on the Petaluma River: heron stalking in the wild grasses, rolling hills beyond lush green meadows, birds singing in the tules. I had pictured a drive through the same rustic setting, but alas, the road does not follow the meandering river. It zips you from metropolis to metropolis before you can blink an eye. There may, of course, be other roads, but we do not own a map, only charts.

We left the highway at the E. Washington Street exit, where huge, bustling shopping centers and miles of fast food establishments attracted mobs of motorists vying for parking spots. I didn't see a single Country Inn. The kids argued about which joint we'd pick for lunch. We decided to visit the junkyard first.

An hour later, the kids had gathered up an armload of greasy treasures and John had nearly completed his bargaining when we returned to the car, oil smudged and

transactions," he advised me. So I handed him my \$20 bill.

At last we drove off to find lunch.

"We'd better hit the instant teller first," John remembered, so we checked the telephone directory and headed for the Bank of America, but they didn't have an electronic teller.

"We'll have to eat someplace where they take a credit card," John offered. "How about that spot on the river where we tied up the boat on our last Petaluma cruise?"

"That is a *nice* restaurant," I reminded him. "We look and smell like grease monkeys."

Couldn't think of any fast food joints that take credit cards, and the grocery store would only cash an out-of-town check for the amount of purchase. I considered buying groceries to fix lunch, but the thought of buying bread, coldcuts, mayonnaise, mustard, plates, a knife, lettuce, tomatoes, cheese, napkins and drinks was too overwhelming: a lot like feeding the crew.

"Mom! It's 1:30!" wailed the kid with the appointment. This day in the country would have been just perfect without wailing kids, empty billfolds, and so much civilization. "Let's go home," I suggested.



The reach home.

sweaty, but with a new appreciation for junk. Our son had to be convinced that one must buy the things one obtains from the junkyard, and John asked to borrow twenty dollars.

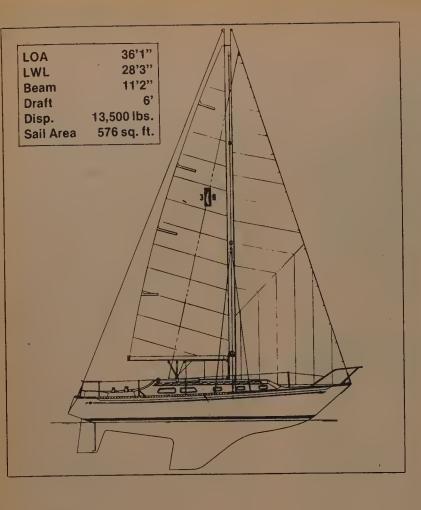
"Don't they take a credit card or a check?"

"They don't like to have records of their

, So we headed south on 101, patronized the instant teller in our neighborhood bank, and dined at the Jack-in-the-Box three blocks from home. We dropped off the kids at their respective activities, then John looked over at me. "I guess we're just not cut out for driving in the country," he said. "Wanta go sit on Yellow Bluff and watch the fleet finish?"

"Sure," I said.

- sue rowley



Islander 36

When Alan Gurney, designer of the legendary Windward Passage, came up with a 36-footer for Islander Yachts in 1970, few realized that this racer/cruiser would be so successful. To date, more than 632 of them have been built, and they are still in production. They have outnumbered and outlasted such contemporary rivals as the C&C 35, Pearson 36 and Cal 36. Weighing in at a sturdy 13,500 pounds, of which 5,500 is ballast, the Islander takes to the bay's summer westerlies quite naturally. With over 200 sold locally, they have thrived both as a one-design and a handicap racer. They are also an extremely well-laid out cruising boat, an undeniable feature that adds to the 36's appeal.

Owners concur that the Islander 36 suits their needs very well. Attorney Allan Schuman, who recently became president of the San Francisco Bay fleet, likes his *Wild Onion* because she's fast, dry ("When you get past 20-years old," he says, "being wet and cold isn't as much fun as it used to be.") and handles well downwind under spinnaker. He adds that the 36 sails like a big boat, but is still small enough to singlehand. He sometimes even races it alone on the Bay. Jim Edens, owner of *Alamo*, also likes the boat's size and its versatility as a racer/cruiser. He has cruised the coast extensively, travelling down to Oceanside last summer, and he also races. Phil Goldstein hasn't raced his *Ophira* yet, but likes to cruise the Delta and Petaluma River with his girlfriend and her child. A first-boat owner, Phil wanted a popular boat on the Bay that would have a good resale price and could also accommodate his 6'3" frame. He has full standing head room in the 36.

With an average of more than 12 boats hitting the line during the summer YRA season, the Islander 36 is one of the more popular one-design classes. The kingpin for the past four years has been Chuck Winton, owner of *Chimo*. He's won the season champion-



ship each year, combining good crew work with a well-equipped boat. Chimo's tactician Jerry Rumsey says the top six boats in the fleet are very competitive, making for tight, tactical racing all the way around the course. Winton has moved up to a 41-ft. IOR racing



machine for the 1983 season, hoping to carry on his winning ways. He was preceded by Piedmont's Monroe Wingate, another former 36 owner who now campaigns the Serendipity 43 Scarlett O'Hara with great success.

Within the I36 fleet, there is both a spinnaker and non-spinnaker division. Without the chute, there's less demand for highly trained foredeck work downwind and a bit more of a relaxed attitude. It still takes a couple of people to handle the whisker pole, but you can get



by with a working crew of five rather than a full-on contingent of eight for summer spinnaker handling. Bernd Gadow, owner of Aikane Papele ("a friend who runs through the water" — aka the "A&P" to

his competitors), prefers going chuteless and wants to encourage others to do likewise.

Besides one-design, I36's are popular PHRF racers, where they



rate 144. They are frequent competitors in the Metropolitan YC's annual race to Catalina, and Gadow won his division in last years's Aeolian YC Lightship Race. Some have even raced IOR, although



Gurney's design could never quite sail up to its 25.8 foot rating.

Down below, any notions of racing are soon dispelled by the incredible open expanse of cabin. Designed by Joe Artese, the interior features acres of teak, carpeting and full size settees that resemble hotel lobby sofas. When the dinette table is folded away, the central cabin reminds you of a dance floor. Sailing back from Hawaii in a head wind might be a bit tricky — if you fell from one side of the cabin to the other you'd reach considerable speed before impact — but once you get to your destination, you're in luxury. There are sleeping accomodations for six, and cruising with three to five is reported optimal.

136's are also tough. A year ago, the *J.B. Express* sailed through two 50 knot gales on a delivery from Santa Barbara to Monterey. She also survived a 180 degree roll while lying ahull in the second storm. The boat withstood the pounding very well. The only design deficiency appeared to be the companionway hatch, which flew open during the roll and let water in. Putting an inside latch on the hatch solves that problem.

The big social event of the year is the All Islander Day, sponsored by Islander Yachts and the Corinthian YC. This year, 10 I36's, flagship of the Islander line, raced in their own division, as did the Islander 30's and 28's and a PHRF fleet for the rest. Two days of racing, each with its own set of trophies, punctuated a dinner feast at Corinthian. Besides honors for win, place and show, the 36's awarded a Pickle Trophy for the last place finisher. There was also a pretty boat award, which went to Allan Schuman's Wild Onion. Allan's 8" high waterline, orange, yellow, red and black, along with his yellow and white deck and colored lines earn'ed him the award. Explaining his festive finery, Allan sums up his approach to sailing and the general mind set of the I36 fleet. "It's okay to be conservative when you're at work," he says, "but sailing is the time to get flashy and have fun. Colors do it for me."

Price for an Islander 36 ranges from \$60,000 for a 1971 model up to \$110,000 or \$120,000 for a new, race-ready package. You can get more information about the local fleet by calling Allan Schuman at 563-2111. Phil Goldstein at 386-0407, or Bruce Stone at 621-6744.

Not many yachts are being built these days. Boats, yes; but yachts, no. However there is one special beauty of a yacht — a 64-ft wood schooner no less — due to be launched in Santa Cruz this February. She's a gold plater in the classic sense of the concept, a boat that conjures up images of a sail-

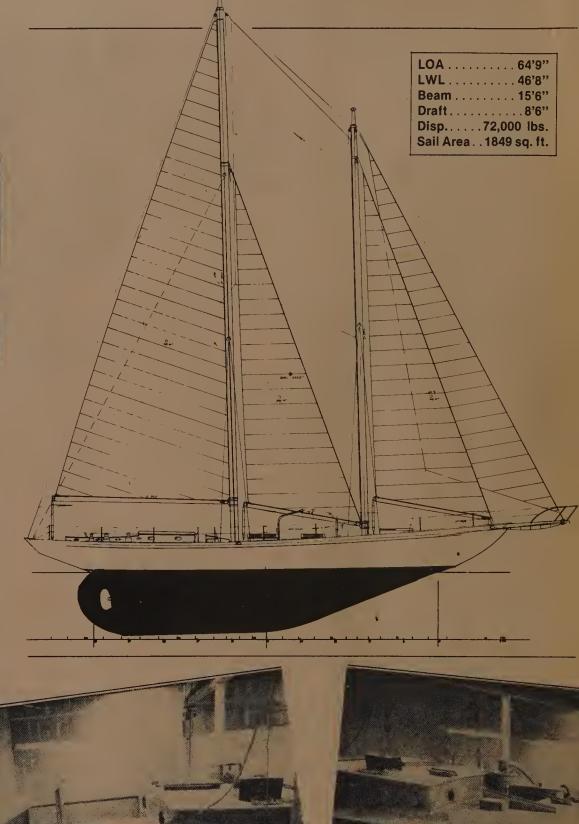


Bob Thomsen and daughter Andrea.

ing era gone by.

Etesian, as she'll be known, is being built for a resident of Santa Barbara, a knowledgeable sailor who's owned similar schooners before. The design itself is brand new, number 1044 from the boards of Boston's John G. Alden Company, a proper firm if there ever was one. For more than 60 years, Alden has been recognized for their fine schooners.

Interestingly enough — and proof in itself that yachts are no longer being built — this is the first Alden schooner to be built in the last ten years. Etesian also represents two significant firsts; the first time an Alden schooner





CIMPLY BEAUTIFUL

has been built on the west coast, and the first time an Alden schooner has been built using the cold-molded technique.

With these firsts — in addition to the size of the project — it's a substantial honor to have been selected for the job, a fact not lost on the builder, Bob Thomsen of C&B Marine in Santa Cruz. For soft-spoken, incontrol Bob, building a classic wood schooner is a dream come true. He started C&B Marine nine years ago, subletting space from the Moore Brothers near Highway 1. In



The magic stuff, System Three epoxy.

the intervening time there have been years



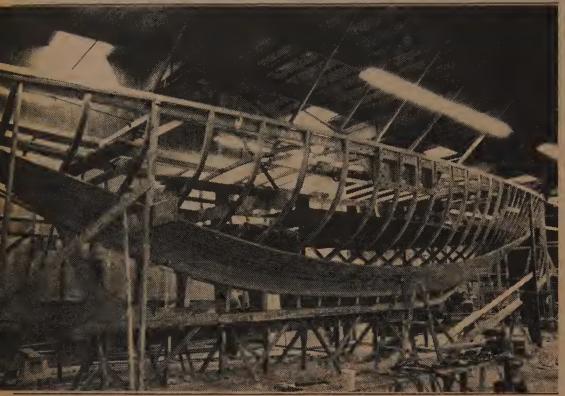
In the beginning . . .

been years when he's lost money. But throughout he strove for a level of craftsmanship that would eventually result in a potential owner seeking him out for a job like Etesian. A number of fine boats have been built at C&B in the interim, such as the Farr 38 Timberwolf, Alan Adler's original Fast 40, Peter Sutter's Wylie 36 Wild Spirit, and the Half Ton National Champ, Petrified, to name a few. The superb craftsmanship inherent in each boat conveyed C&B's committment to excellence more surely than any salesperson could.

C&B got the schooner job bidding against several internationally known yards. Theirs wasn't necessarily the lowest bid, but it was the one that got the contract. Amazingly enough, bids are made and contracts signed for the job before the builder even sees the final working drawings. Bob had to calculate the costs from preliminary drawings, but explains that — for him, at least — it wasn't that difficult. Items like spars, rigging, engine, generator, and the reverse osmosis watermaker are fairly easy to figure out. And after nine years in the business, Bob has become adept at estimating the lumber costs and the real big one, labor.

For the past 13 months, Etesian has oc-





Strip planking.

cupied a corner of C&B's modern shop, about a mile down the road from their original digs. Other boats have been built concur-



The curved companionway.

rently at C&B: three of the 30-foot doubleended *Tiffany Jane*'s, a Farr 45 Pilothouse and a Mairs 28. 'The project', though, has been the schooner, growing like a wooden sculpture or a piece of fine furniture, a mixture of New England nostalgia and California contempory, a marriage of time proven design and modern construction.

Alden's Niels Helleberg actually drew the boat, ending up with over 25 sheets of blueprints. Niels says the owner "knew exactly what he wanted", and that it was fun to work on the boat. Most of Alden's work these days is large motor sailors, not the pure sailing craft that John Alden was famous for.

Etesian has the lines of a typical racing schooner of the late 1920's: a long sloping forefoot, full length keel, and staysail rig. The masts are aluminum and booms wood. Both the forestaysail and the staysail are the same dimensions, a feature which allows for more versatility in rough weather. If one sail blows out, the other can be used to replace it, and they can be flown either forward or aft to best balance the boat. Helleberg also included ways to increase sail area using fisherman staysails and gollywobblers.

C&B framed the boat upright rather than the usual upsidedown method because it would have been too big to turn over. Using a combination of strip-planking and cold-molding, they will bring the boat in at 72,000-pounds, the same weight it would have been in aluminum. A traditionally built 64-foot wood schooner, says Bob, would have weighed up to 18,000-pounds more.

Although Bob nonchalantly reports that

"building a big boat isn't any more difficult than building a small boat", the size and shape of the hull presented some special problems. The most unwielding was laminating together the 50-ft Alaskan cedar backbone, which has several curves and varies in size from 6"x24" at the stern, to 6"x6" at the stem. The hull was then stripplanked with 1-11/4" square Alaskan yellow cedar, edge-nailed and glued with epoxy. At least this step was pretty clean work.

The messiest was epoxying on the four layers of 1/8" meranti, a mahogany from Singapore that's related to Phillipine mahogany but "better because of its long, clear lengths". While applying the meranti to the hull — at arm's length and over one's head — the sticky epoxy ran down everyone's arms and dripped on their heads. By the end of each day, despite being completely covered in protective clothing, everyone was covered with the glop.



Getting covered with glop.

CIMPLY BEAUTIFUL



The crew.

The outer layer of the hull is three layers of 10-ounce cloth, applied by that master glass man, Ronald Moore. The final hull thickness averages about 2 inches.

The deck beams and frames are also Alaskan yellow cedar. The handsome decks are thick teak, glued to a plywood sub-deck.

The tools required to complete such a job are surprisingly simple. C&B has three band saws (including one 36-incher), three table saws, two surface planers, and a large selection of hand tools. The real workhorse is a big 25 h.p. compressor driving an assortment of air tools such as grinders, sanders, screwdrivers, etc.

However, much of the work has to be done by hand, making labor the primary tool. Up to ten employees have been involved at one time, with Mark Earl acting as foreman on the project. Some employees specialize; one fellow just does the wiring, for example, but more are just 'regular' workers. The majority of the 'team' are ex-cabinetmakers or ex-carpenters. Without success, Bob tried hiring 'boatbuilders', only to find traditional boatbuilding skills had little application for C&B's modern cold-molding methods.

Bob himself doesn't get to do as much 'hands on' work as when C&B was a little smaller shop, and he misses it. But now he's too busy ordering the zillions of parts needed

for the boat — like the 300-lb worm steering gear from Edson — and making sure they arrive on time. It's critical to get just the right parts and on time, or the whole project can fall way behind schedule.

To date C&B is only 4 weeks off their original target date for launching, and much of that is due to two key employees needing some unexpected time off. Nonetheless,

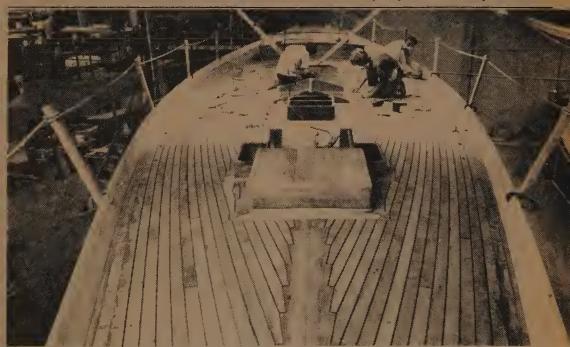
date so near, there is an unnerving lack of panic in the air at C&B.

Back in Boston designer Niels keeps waiting for a phone call from Bob, asking for assistance on a major problem. Bob has yet to make the call, and Niels still hasn't got a sufficient excuse to make a trip to Santa Cruz. The most notable mishap to date was the size of the sump tank, designed a little too large by mistake. It had to be removed from the boat, an arduous task, to be made smaller. But if that's the only big problem, both Alden and C&B are batting above average on such a custom job.

Like her construction, *Etesian*'s accommodations are unlike "the old days". There is a large owner's stateroom aft and the main salon has a navigating area adjacent to a large u-shaped settee with a gimballed table. The galley is forward of that along with two double staterooms. Equipment includes a bathtub, the 300 gallon-a-day capacity water maker, Decca radar, mechanical refrigerator and huge deep freeze, electric galley range, and microwave.

To put it simply, this one is going to be a beauty. C&B's craftsmanship combined with Alden's classic look will make this one of the most notable new boats of 1983.

We certainly hope that as many readers as



Finishing the teak deck.

four weeks is a short time considering the scope of the project, and Bob is confident it won't be any later than that. With launch

possible will sometime have the opportunity to see her, both up close for the detailed craftsmanship, and on the water for the sheer beauty of watching a classic yacht under sail.

latitude 38

EQUATORIAL



BACK HOME . . .

Everything has an end; only banana has two, said our Hawaiian friend when I was sailing, diving and adventuring in Hawaii. Same was with *Nord IV* shakedown voyage. But opposite to the slow and eventless 5,000 miles of this trip, the finish was dramatic.

Sailing back home from Hawaii, Nord IV searched for winds up to the north, much higher than Lat. 40, but with poor results (Fig. 1). And the lack of wind create lot, lot of problems or if one like to call it "side effects". (Fig. 2). The sail to Hawaii gave me good training in this matter so all these calms did not seem so bad as in the beginning of the trip.

Waiting for stronger blows my cat Cardinal Virtue ate so many flying fish that I was afraid he will get wings and fly straight home. If we are talking about cats and other pets (hamsters, snakes, pandas, etc.): please remember that a pet at the ocean is a big, big fuzz. Take them only with you if you can't go without them and keep all the time on leash. There were so many cats, lovely dogs and unforgettable parrots taken to the ocean. And so few of them returned to dry land.

Talking about me, calms gave me possibility to read a little bit. What I read? — mostly newspapers and magazines; Times 1981 and 82, and Newsweek 1982 (together over 150 issues), San Francisco Examiner 1981 Sunday edition (50 copies), and Polish Zycie Warszawy (Warsaw's Daily), courtesy University of Hawaii, 1980, 1981, 1982 (over 700 copies).



rig.



read also several books: Jack — a biography of J. London by Sinclar, Der neue Deutsche Film — (new German cinematography) and Ship Killer, a very, very good book for singlehanders, if they like to have terrible nightmares.

I also had time to improve my cooking skills, producing endless series of pancakes (Fig. 3). My kitchen is almost vegetarian. I believe this is a very good idea for lonely guy who is thousand miles from medical help. Nobody was sick from onion, bread or carrot. Many people died from meat . . .

Once only I defected these principles when I found can of lunchmeat accidently packed in my provisions. After several bites I was able to analyse that it contained: Fat 80%, Salt 60% and kind of meat by-product 5%. I guess the fish approved my analysis

Having lot of time I shaved my face each day using Norelco, battery powered, shaver (it is great regardless that Norelco is not my sponsor). I also celebrated all possible holidays and several anniversaries: August 16—

CHALLENGER



It was just once when lazy winds changed their mood and blew strong, whistling and crying during dark night. But this beneficial time was short. Violent furies are never long—common feature of oceans and men... and the light winds returned...

Once again there was proof that "Sun rule everything", as great astronomer said hundreds years ago. No sun, no winds, and without this cosmic gift even best boats are slow . . .

But even slow sailing will bring you to shores. There were all those, so many times described, symptoms: discolored water, lot of vegetation especially long brown stalks, more floating garbage . . .

my biggest luck that I passed this trap by just couple feet. How to free the boat if she had joined such misery? I had no idea! Probably the only one solution is to work outboard with a sharp knife, waiting for sharks and happy New Year . . .

The most dramatic meeting with land messengers was "hard" encounter with floating log. Many sailors reported such attraction which, fortunately, do not happen each day. Since then I joined kind of a club, taking whole event as a knighting. How it look? Well, you are sitting in cabin in the darkness of night (the worse variation is when you are

Nord III landed in Honolulu (1977); September 15 — Nord I landed on Lilla Karlsoe (XXV years ago!); October 5 — my wedding anniversary (15th); and October 11 — Columbus Day! Talking about Columbus day: an old joke from Russian magazine Krokodil (alligator): "Eh Columbus, Columbus . . . Why you made such a discovery . . .").

Sometimes I played guitar and sang for hours. I am a poor guitar player, absolutely not comparable with this Andrew who played piano in the Hawaiian Yacht Club during lunches, and was treated with endless cocktails sent by old ladies listening to his "Dr. Zhivago", "Gone with Wind", etc. And only once an unhappy customer growled at the great pianist: "You do not look so old as your music . . .".

With all this in memory and with thermometer still falling down as *Nord IV* climbed higher and higher north, I was enjoying sailing all the way after several years absency on the oceans. Was it not too cold? Not at all!

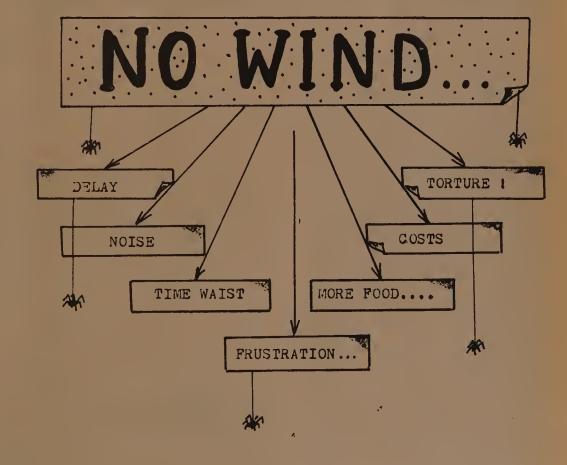


Fig. 2

There were also fisherman nets and *Nord IV* luckily passed several of them, marked with tiny red flags, sometimes tiny flashers well visible during night. The worse thing I saw was huge, approximately 50-ft. diameter ball of jammed nets. This was probably

sleeping) and then you suddenly fly to the front of your cabin accompanied by the sound of a derailed train. There isn't just one "Bump", but long series of thunders, shaking the cabin, nerves, the boat, and brain. You run like crazy to the front bilge to see if

EQUATORIAL

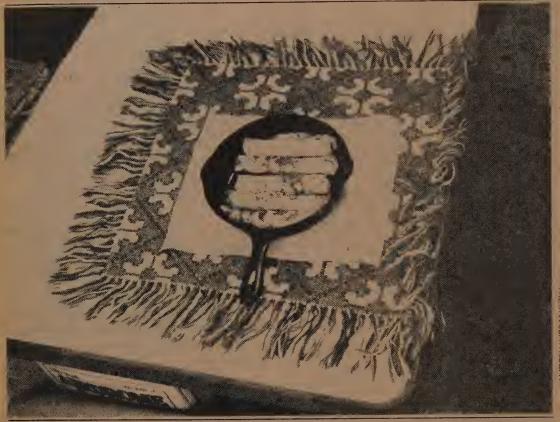


Fig. 3

the ocean is not visiting your boat "by masses". If you more than crazy you dash to the cockpit with camera-adjusting during this sprint the flash, shutter, aperture and thinking how you will keep your camera dry while floating in the water.

In my case the boat survived this crush remarkably, and the hull once again proved its enormous strength. ("From their massive stemhead fittings to their plywood-cored transoms . . ." says brochure). Of course everything outside was "gone with stream", for example the speedmeter propeller. But not Monitors' self-steering rudder. That was the piece about which I was most afraid. So long life for Monitor and we are still in business. But folks, even now on dry and safe land, I still hear these thunders in my ears and a derailed train is still rolling over my bones . . .

How I survived those 5,000-miles of the shake-down? I guess I did fine. Sea sickness was never a problem for me in my 25 years of sailing. Healthy food kept me in good mood and strong power. No colds, no stomach problems. More! I healed something on the ocean. Day before the start from San Francisco, walking barefoot inside the cabin I stepped on an almost red hot soldering iron. And this infernal tool really soldered its devilish body to my foot. Hell with pain, but

when I was walking on the deck preparing sheets and halyards for departure a gang of local good-wishers noted; Andrew is stepping not too firm step . . .

And the only real trouble I had during those two months of intensive sailing was when once the solar panel cables joined the genoa sheets on a winch converting them to a thick, twisted rope. We had all types of weather: calms, rains, furious blows in Molokai Channel. Double rainbows, green flashes, and fog. Days of hope and days of frustration. But generally it was joy and fun like hell.

Twenty-five days after Nord IV left Molokai her bow was pointing at the S.F. Bay entrance sailing in light wind and heavy fog. "Safe is safe", I said to some sea gulls flying sporadically over wet sails and decided not to enter the Golden Gate. Instead, I took a sight seeing trip to Bodega Bay and when returning one day later, I visited also Drake's Bay. It was an amazing trip and the dramatic views at rocky cliffs with white surfs were worth several rolls of films.

Sailing back, close to Point Reyes, Nord IV was stopped by a Coast Guard ship Point Chico. Her captain informed me that I was approaching closed territory because of sub-

marines exercises. It was my fault and my shame, because it is skipper's duty to trace *Notices to Mariners* and other informations to be up to date. I apologized to *Point Chico* and started a big loop in dying wind.

Because I promised to use engine only to charge battery or in emergency, I spent



another good piece of time bobbing from side to side and comtemplating lot of problems: "Is the wind a regular state of air masses over oceans, and calms are only sporadic breaks to show us, by contrast, how strong winds really are? Or just opposite (and this year probably very true): calms are

CHALLENGER

the melodies of oceanic endless boundaries and winds blow only sometimes to emphasize the majesty of calm?"

Then came another idea: "With winds on the oceans is exactly like with a flow of bills in your mailbox: If during long, long period there are no bills, you must take it as a kind of warning; soon a real storm of bills will hit you with terrible and destructive force. If head (I had only minutes of sleep in last three days of sailing). Again becalmed, *Nord IV* was waiting close to approach buoy No. 1, bathed in enormous red color of sunrise on October 21. I was watching with a growing suspicion these amazing colours. Soon the whole part of sky was colored in intensive red with kind of dirty-black spots hanging in sky, like dirty rags on fence. Some

ing in sky, like dirty rags on fence. Some-

Ocean and mailbox have much in common, says Andy.

there were no winds during many weeks, something like end of world is coming. Soon!"

This anxiety started to grow in my tired

thing so ugly I saw in 1977 in Tokyo Bay when typhoon hit us with its fury. I was more than sure that something similar is coming here. Soon!

Then, still without a whisper of wind, but with blood on clouds and warning about gusty 30 mph winds, I perceived unique phenomenon of unusual visibility: Bodega Bay, Mount Diablo and another, so remote, land-scaping appeared as something within reach of my hand. While I started to reef the main, after replacing jib for a 75% handkerchief, the sounds started coming from remote land: motorcycle roar, rattle of hammer and then music.

I had no doubts that soon we will have something more than extraordinary. The only one question was: Will it blow to land, trying to kill us on rocks, or from land, to pushing us back to Hawaii?

But hour passed after hour and *Nord IV* prepared for the worst, was floating in absolutely flat water. The sun started to roll its way to the west. Several ships passed. The red glares started to disappear and the radio still warned about gusty 30's. But wind was not coming . . .

About 3 pm, still in storm jacket and ready for the worst, I perceived a boat speeding directly toward us. It was Nord IV's good friend Latitude 38! He run several times around us exposing yards of film and then greeting me with fresh croissants (!!!) and bottle of "Stolichnaya" vodka.

"Let me tow you home" he said. With only a little of shame I responded, "Yes, please

'So, I am home after 26 days from Hawaii, after these crazy winds and some adventures. And please remember that besides sailing I had on my shorn head also lot of typing, recording, reading, a cat, instruments and hardware performance tests, and preparations for something incomparably bigger, longer and much more difficult than sailing solo to Hawaii and back. For the first time since I am a skipper I was late, and the ability to survive the whole stress of such situation was for me a kind of final polish. Not too easy one.

But finally, as old and smart proverb say: Nobody is asking what kind of weather skipper had on his way. There is only one question: Is his ship back in the harbor?" And she is!

P.S. My expectancy for something terrible was not without reason. Soon as we know a freak hurricane (once in 25 years) demolished Hawaii — the bills reached the mailbox!

- andrew urbanczyk

CAPE HORN

"Understand interest in Sydney-Rio yacht race. Have 60-ft. yacht. Need crew. If interested call personto-person. Ian MacFarlane, Wellington, NZ."

One month after receiving this December 9, 1981 telegram, I was boarding a 747 for the flight to Sydney to join the New Zealand

seiving this December as boarding a 747 for join the New Zealand.

Sydney Harbor, dodging the hydrofoils and pion the New Zealand.

entry in one of the world's longest non-stop yacht races; from Sydney, Australia, to Rio de Janeiro, Brazil via that seldom seen but widely known island, Cape Horn. It had meant pushing through a major bottom job on the Viking 35 charter boat on which I skipper and a meager Christmas for my wife of two months, but with all that settled, I was on my way to making another dream come true, to get a first-hand look at the "Everest of sailing", Cape Horn.

arrived in Sydney on 14 January; Ta'Aroa my new home for the next two months, arrived from New Zealand the following day. We were guests of the most famous yacht racing club in Sydney, the Cruising Yacht Club of Australia (CYC), which also hosts the Southern Cross Series and the Sydney-Hobart classic. A walk down her docks was a "who's who" of Down Under racing, with Police Car, Impetuous, Apollo, Apollo II, and the new Apollo V. Yeoman XIII was also there, being readied for her return to England after finishing second to Apollo V in the recent Sydney-Hobart.

By the 17th of January, deep in the middle of the southern hemisphere's summer, Aussie 18's before I set eyes on the damndest sight of all my young seafaring years. There were eight harbour ferries literally racing around Sydney Harbour; beneath the black smoke pouring from their stacks were mobs of passengers drinking, dancing, betting, and having a generally wild time. Augmenting the chaos was a giant fleet of spectator craft, and a few Coast Guard boats. Not wanting to miss the world's largest party afloat, we set our 3500 sq. ft. spinnaker and chased the "Great Annual Sydney Harbour Ferryboat Race". What a grand introduction to sailing on Sydney Harbour!

four other members of Ta'Aroa's Sydney to

Rio crew had arrived with some "birds and beer". Together we set out for a cruise of

All of the crew had arrived by the 19th, and we began to pull together as a team to accomplish the seemingly endless tasks that precede putting a boat to sea for a long-distance passage. We began by assigning individuals to the many specialized fields that a long-distance race requires; electronics, navigation, sailmaking, rigging, and even medicine. Among the six Kiwis, two mad yanks, and our token Aussie which comprised Ta'Aroa's crew, we found the wide range of talents required to fill such positions.

Due to my emergency medical training and experience as a paramedic/firefighter on the crash/fire team at Barking Sands Mis-

sle Range on Kauai, one of my specializations included being the ship's doctor.

This assignment found me scampering around Sydney to complete a medical kit upon which I could depend to treat or control most common ailments or injuries — including appendicitis and broken bones — that might arise during the course of the race. We would be a long way from a hospital and I like to travel prepared. One item I hunted down and recommend for all sailing medical kits is a set of inflatable air splints. On a yacht, the 'air splints' stabilize a broken bone while providing padding against the usual knocks and bumps.

Our days found us very busy around the yacht club, but by 1700 the lure of cold "piss" — as the Aussies like to call their beer — would prove too great and we would find ourselves in the bar of the CYC for a happy hour that generally turned into "happy night" while we made new friends and talked of races past with a style that only sailors possess.

Sunday the 24th of January, we and



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the other three entries stowed the dock lines and headed out into Sydney Harbour. The smallest of these was Jacqui, a 45-ft. LOA S&S sloop, built out of steel especially for this first-ever Sydney-Rio race. As her name is the exact spelling of my wife's, this boat was held in high regard in my household. In addition to the usual stores, Jacqui's crew of six had approximately 45 gallons of Guinness beer in one water tank and 15 gallons of over-proofed rum in another. They may have been small, but they were prepared!

Next in size was our *Ta'Aroa*, a 60-ft. S&S sloop built in Auckland of triple skinnned Kauri back in '64, which had been modified under the direction of Olin Stephens in 1971. She was the only non-Australian entry, sailing under the flag of New Zealand.

The two maxis in the fleet were the black-hulled Buccaneer and Anaconda II. Built in 1968, Buccaneer is a 73-ft. hard chine, plywood sloop designed by John Spencer, whose best known U.S. boat was the revolutionary Ragtime. She carried a crew of 14 including the only Brazilian sailor in the fleet. She looked like she would be a flyer when the wind went aft.

ALL PHOTOS BY GARY HOOVER

Anaconda II rounded out the fleet. An 83-ft. fiberglass ketch designed by Alan Buchanan in 1974, she had sailed the Syndey-to-Dover leg of the 1976 Financial

Times Clipper Cup race and the 1979 Parmelia Race from the United Kingdom to Fremantle. She also had the distinguished honor of having been rolled over by a 70-ft. rogue wave, compliments of the Southern Ocean in 1976. At 35 tons displacement and carrying a crew of 16, she also dwarfed the other entries in the small but determined fleet of four yachts.



The starting cannon was fired by the Mayor of Rio de Janeiro, and with a fleet of several thousand spectator craft looking on — plus the topless and bottomless ladies that make Sydney Harbour famous — we were off to Rio.

We on Ta'Aroa had only sailed together for a grand total of thirty minutes prior to the start — who needs practice when it's 8,000 miles to the finish? — but that was still enough to get us across the starting line first, out the "heads" at the harbour entrance first, and to be up with our chute first. This was almost as good as winning the race. You see, for a Kiwi boat to beat the Aussies out of their own harbour is a feat that the Australians are not soon allowed to forget. Cermaco New Zealand beat the fleet out during the 1980 Sydney-Hobart, and now the Kiwis with a few allies on board, had done it to the Aussies again.

So with the cold beer flowing in celebration, we were off on a race whose sailing instructions read simply, "Hold Cape Horn to Port". At that moment, the whole race was

Ta'Aroa, sailing in the Roaring Forties.



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still visualized in abstract form and we were still not able to appreciate the difficulties and dangers that we would face down south, nor the distance we would sail before we could again relax in another peaceful harbour. However, we did know that of the three goals we had in this race — 1) to be first out of Sydney, 2) to round Cape Horn and 3) to be first into Rio — we had already accomplished one and were feeling mighty pleased.

Ine day out, with our sea legs just barely under us, the first in a long line of "Crash and Burn" drills occured. At 23-tons displacement, Ta'Aroa puts a txemendous strain on her gear when running downhill. We were pushing her like we would have any normal racer, not realizing how old and tired her gear really was. We totalled out the No. 2 chute in the morning, and by lunchtime, the wire afterguy parted, resulting in a broken spinnaker pole. That night, our No. 2 jib blew out above the clew. Neither of these sails nor the wire guy had been replaced prior to the start of the race, and the Tasman Sea was living up to her reputation as a gear buster. Belatedly we discovered that the owner who had given us his word the boat, sails, and gear were all in top shape, had almost no sailing experience nor the desire to acquire any.

Nearing the bottom of New Zealand some five days out, another foreguy parted, this time due to a bronze snapshackle literally exploding. Along with the usual destruction above deck, the wire guy had whipped aft and struck MacFarlane, the owner, in the right arm just above the elbow, leaving a large, deep puncture wound. He was brought below and placed in his cabin, and while the rest of the crew worked to repair the damage above, I cleaned and closed the wound, a process which required eight stitches and several steri-strips, and immediately started him on antibiotics and pain killers. I, had performed this operation clad only in my foul weather jacket, and I was promptly christened the "Mad Doc", a title which would stick for the duration of the race. Eight days later, I removed the stitches; and the wound healed with no further complications.

On the 29th, we jibed east to pass between the Australs and Auckland islands below New Zealand, and began running down our easting. That day we also learned that our good friends aboard *Jacqui* had been forced to return to Sydney with a

cockpit. The resulting one-foot by one-foot hole was over the owner's cabin and therefor not deemed too serious by the crew. The



broken rudder. After all of their preparation, it was surely one helluva disappointment to have been forced out. At least they did have enough booze to drown their sorrows for a few days.

With 1400-miles sailed in our first seven days, we were still up with the big boys, although now the baby of the fleet. While running in 30 to 40 knots of wind, and in steep, confused seas, the blocks on the pole bell track fell apart, dumping the spinnaker pole off the mast. We had no more than gotten the chute dumped below when a crash jibe with the preventer still on, pulled a winch out of the deck in the starboard

There's plenty of white water in the Southern Ocean.

owner thought otherwise, and we plugged the hole with rags, pulled two reefs in the main, and went below to wait for daylight.

At dawn, the crew sealed a plywood patch over the new skylight, and the jibe pole became our new spinnaker pole, complete with wire straps to hold it onto the mast and a double guy system which our sailmaker had devised to prevent those great bangs in the night. Thereafter, it took only twenty minutes to jibe the spinnaker, but we never broke either pole or guy again.

With everyone's spirits at a low ebb that morning, our token Aussie — who also happened to be the ship's electrician — came to

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the rescue. With a most solemn look on his face and the pieces of a former electric bilge pump in his hands, he proceeded to give



one of the finest benedictions to an electrical device that I have ever heard. "Ashes to Ashes, Dust to Dust, if the Lord doesn't get you, then the Devil must". With that he gave the assorted pieces their final float test. After witnessing a scene like that and five minutes of solid laughter, who couldn't help but feel better?

By now we were about 52° south, 177° east and it was getting wet and cold, with the sun being seen only long enough for the occasional sunshot. For the next week, things settled down to about one crash and burn drill every two days. After one particularly hard jibe, the main boom suddenly took on the shape of a banana. But it helped

flatten an excessively full mainsail so I guess that was okay.

And the periodic carnage continued; in the course of our dateline crossing party the spinnaker halyard block broke, dumping the whole chute, sheet, and guys into the water, whereupon I ran over the whole works at 12 knots. When the tangle was finally dragged aboard, a six-foot hole in our No. 3 chute discouraged our sailmaker. And his woes were not over. The next day - just as he finished piecing together the No. 3, a spectacular round-up wiped out the No. 1 chute. This round-up also fouled the sheet in the prop and rudder, causing some nasty jibes before that Aussie with the new name of "Round-up Russell" went for a skinny-dip at 53° south (!!) and cut them loose. I had never realized that Australians had blue blood before, but I guess you just have to cool 'em down a bit.

Despite the periodic excitement, our lives had slipped into a strict routine. Our

days, reducing the tedium which we might otherwise have developed. Another advantage of this system is that even when an "all hands on deck" call was sounded, within 24 hours, one could make up the sleep missed and be ready for the next 'surprise'.

Being so far south gave us a good opportunity to test cold weather clothing. Each crew member had one set of 100% polyester pile garments, a jacket and bib overall style pants. These were worn with various other wool garments for over three weeks and won high praise from the entire crew. These garments were not quite as warm as a heavy wool garment, but their ability to dry with only body heat — as we had no type of drying locker — made them ideal for our purposes.

I had a light set of polypropylene underwear, and although there was no itching, no rash or discomfort, I personally just couldn't sleep with them on. I went back to my cotton polyester warm-up suit.

For foul weather gear, we each had two sets, a set of our personal gear — usually already battered and patched — and a brand new set of Dorlon foul weather gear and safety harness, straight from the factory in New Zealand. As our old gear failed, we



watch system of six and six during the day and four, four, four at night, was the best that I have sailed with. It allowed for rotation of the watches so you never did the same things at the same time for two consecutive A huge iceberg, faintly visible in the center of photo. You could smell them miles away.

switched to Dorlon and were very pleased with the design and quality. After thirty or more days of solid use, we had no complete failures with the suits and the little tears that did develop were easily taken care of with a

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bit of sticky-back sail repair tape.

For gloves, I used a system which I learned while fishing in Alaska, one that seemed superior to other methods used. I wore a pair of "greasy wool" gloves under a large pair of waterproof gloves. This protected my hands from both water and wind while still allowing for the versatility to work on deck while wearing both sets, one set, or none as required by the work.

ur sleeping bags were filled with Hollifill II polyester filling, and by the third week were soaked from the constant rain of condensation on the inside of the yacht — I've never seen a wooden yacht "sweat" so much. However, even with no hope of drying them other than with our own body heat, these bags were still our favorite off-watch refuge. Besides, by then we had redefined the word 'dry' to mean "something you can't wring any more water out of". We would take our underclothes into the bag with us to let our body heat help in redistributing the moisture — hopefully out of the clothes. My final thought on the subject is that if you go to sea and expect to stay dry you might as well go to the moon and expect to breathe air, the odds being about equal.

Icebergs: 0700, 14 days out of Sydney, Latitude 55°25' south, Longitude 144°10' east. That morning, a dark island appeared out of the overcast about five miles ahead and continued to grow in size until we could see the waves pounding against its sides and hear the occasional rumble and splash as pieces bigger than our yacht fell into the sea. We estimated it to be 160 to 200 acres in size and its height above water to be 100 to 150 meters. As the light striking the ice changed, so would the color of the "berg", which can best be described as a large diamond and something that looks different each time it's seen and which a picture could never properly illustrate.

We sailed within 200 meters of this ice island, but made the mistake of sailing on its lee side where we found a wall of 'bergy bits', some as big as us. But with our spinnaker flying we threaded our way through, wrapping the chute only once. That was our introduction to icebergs; we saw three more that same day, and continued to move through them for two more days. As we became accustomed to sighting them, we became aware of signs that would precede their sighting. There would be a noticeable temperature drop of from 2-3° Centigrade, and large

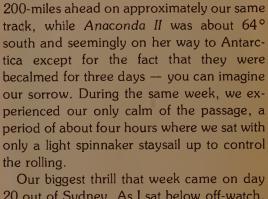


Staten Island mooring buoy

black birds — possibly members of the cormorant family, which were seen no where else along our route — would appear, feeding and flying in groups around the boat

So as we rolled along, making 10-12 knots with visibility of one hundred yards or less, we were not too worried about discoving a large berg ahead, those we could sense ahead of time. What did concern us and which we kept a sharp lookout for, were the bergy bits about the size of the boat that would appear out of the mist with no warning, slip silently by, and disappear as if they had never been there at all. Their only trace were four rapidly beating hearts and a lookout whose attention had sharpened. But for all their trouble, we really enjoyed sailing among those huge floating ice sculptures which had probably not been seen by man previously.

For the next week, we sailed our great circle course down to a low of about 57°30' south, where the furious fifties presented us with 2 to 6 foot seas and never over 40 knots



of wind. Fifteen to twenty knots was the average. At this time, Buccaneer was about

20 out of Sydney. As I sat below off-watch, working on a wire to braid splice for a new afterguy, Round-Up Russell screamed out that he had lost all steering. Now this would not have been such a big deal had it not been for the fact that we had a full main and No. 3 spinnaker up, hitting 12 knots in 30 + knots of wind and 8-12 foot seas. Eventually we had to knife the sheet, then the halvard, and reel the chute in "trawler style". Meanwhile, the other half of the crew was at work on the steering where a link had broken. We set up an emergency tiller system and within one hour were again off in the right direction, and within four hours were fully repaired. Being in that area that is the farthest spot on earth where you can get from any land is hardly the ideal spot to loose your steering, but we did have the advantage of having a good bit of sea room to work with.

On February 16th (23 days at sea), we were about 500 miles from Cape Horn when we received a radio call from Anaconda II whose position report put us at about 30' north and almost dead even on longitude. So we were still in the race despite the minor setbacks. Now, the Southern Ocean and especially Cape Horn, seems to test everyone who sails there in an effort to discover if these individuals meet the high standards of seamanship that Cape Stiff requires. But little did we know that we were scheduled for a supreme test of our skills very soon.

Time: 0020, Day 25 at sea. Place: Approximately 200 west of Cape Horn. Setting: Cold, dark night, wind 25-35 knots, seas 8-14 feet with a heavy cross swell, red watch on deck preparing to jibe the winged out No. 5 jib and main, on to a southwest course that would bring us around the Cape. As the green watch prepared to crawl into our bunks for a bit of a kip, it was "all hands on deck now!" in a tone which was immediately recognized as meaning big trou-

ble. We hit the deck and found the starboard spreader hanging in two pieces and the mast whipping in a 4-5 feet arc at the top. We dumped the main down to the No. 3 reef, set up a jib haiyard into the starboard cap shroud and tensioned it up tight. Then, very carefully, jibed the main back onto the starboard tack before tensioning up the boom topping lift and the boom vang, all of which seemed to help stiffen the mast column. With that done, we waited for daylight, trying to make connections with the Man Upstairs. We had about two gallons of diesel fuel left in our tank — a faulty vent line let most of our fuel into the bilge - and we were on a tack that would carry us directly into the Chilean coast above Tierra Del Fuego.

0400: Daylight, wind and seas the same 25-35 knots, seas 8-14 feet with a cross swell, definitely not the ideal conditions for working from the mast. Because bare hands would not function after ten to fifteen minutes exposure, the crew took turns working up the mast to slowly repair the damage. As we had located a spare spreader aboard, we cut away the old spreader parts and placed the new spreader in. We could not get the inner end pinned completely on its aft side but did the best we could, then wired in the cap shroud to the outer end, tensioned up the rig, and we were back in the race. It all sounds simple, doesn't it? Time spent on deck? Six and a half hours.

The following day at 0430: Land Ho! We had Tierra Del Fuego off the port side and what a rugged looking place, with the wind and seas increasing as we sailed nearer. We went from a full main and poled out storm jib to a free flying storm jib only, all in less than thirty minutes with hardly a drop in boat speed. At 0930, we were abeam of the False Cape with 40-45 knot winds, and gusts to 70 + in the squalls. We were running downhill in 35-40 feet swells with 5-6 feet seas in a cross chop across the top. Woe to the person who wants to sail around Cape Horn in a wrong direction. After the events experienced that day, I would say that your safest bet on an east to west passage of Cape Horn would be a good atomic submarine - or at least something built like one.

1500: Cape Horn in sight. 1600: Cape Horn abeam. From two miles off, we could see those giant Southern Ocean swells crashing against the base of Cabo de Hornos and sending spray high up along its sides. Here before our eyes was the hell that we had sailed 6,000 miles to see and we were



Jacqui lost her stick in the early going.

not disappointed. Just to be a spectator for a few hours as the forces of the wind, ocean and land battle each other at the peak of their strengths was enough to make the entire trip worthwhile for me — and for most of the other crewmembers as well. Cape Horn definitely must be experienced to be understood. Explanations or pictures are only pieces of the whole story, mere descriptions that fail to convey the humility a man in a small boat feels while watching Mother Nature rage in all her unspoiled beauty.

After coming onto the starboard jibe to begin heading north toward our third goal, Rio, we raised a Chilean gunboat on the VHF. As our position had gone unreported for the last two weeks due to lack of electricity, we were anxious to let race headquarters in Rio and Sydney know that we were still afloat and definitely still in the race. As the gunboat came along side (within 50 meters or so), her entire crew came on deck from the cook waving his spoon to the ship's dog wagging his tail. After a lot of pictures and good natured yelling by both crews, they

turned aside and returned to their sheltered anchorage among the islands of Cabo de Hornos. They were extremely helpful in sending out the information that we had rounded the Horn and offered us any assistance they could. It was a good feeling to know that we had some friends down here at the bottom of the world.

The following morning found us nearing Staten Island at which time our replacement spreader stripped its fastenings and began to work forward against the mast. We could do nothing in those heavy seas, and searched the charts for a sheltered area in which to make the necessary repairs. On the southeast corner of Staten Island, we spotted a bay that looked as if it would do. At about 0800, we arrived at its entrance and under storm trisail and storm jib, we proceeded up several narrow, fjord-like channels in the company of bare, rock walls with a few stunted trees clinging to them towering above us port and starboard. When we sailed into the last cove, we found no place our anchor would hold and with only two gallons of diesel left in the tanks, we were indeed in a dangerous situation.

As Paul and I dragged along with our useless anchor, we noticed two large "somethings" floating in the other end of the cove and these could only been one thing mooring buoys! We tied off to one of these buoys which must have been 6-8 feet in diameter. With the spreader hanging on with less than two inches against the mast, we set to work like a pit crew on a race car, with each man on a different task, strengthening or repairing sails, rigging, and in general all those systems required by a yacht at sea. During this time, fierce williwaws would blow through the narrow entrance and into our cove, easily reaching 50-60 knots in strength and once, even breaking our mooring line and sending us within twenty feet of becoming the founding fathers of the Staten Island Yacht Club. But we recovered and retied the double lines and within four hours we were ready to go, our pit stop complete.

As we attempted to power out of this small cove into a larger one where we hoped to find a bit of a lee to hoist sails, *Ta'Aroa*, with her 100 h.p. auxiliary, could barely make headway against the wind. Expecting to run out of fuel at any second, once again prayers, lucky rabbits feet, and four leaf clovers came into play. But we made the lee, hoisted sails and with a few dozen tacks,

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land Islands, but failed to notice any Argentinian Navy who would be visiting that location within a few weeks on official



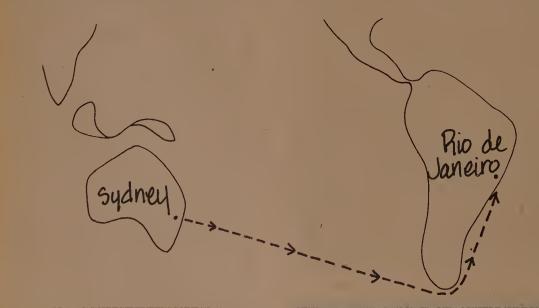
Cape Horn, barely distinguishable above the Barient and the seas.

"business".

Each day, the wind and water became warmer, and each day, another layer of

bread fleet sat licking its wounds — courtesy of Cape Horn — we were barefoot and back to shorts and T-shirts, my preferred brand of sailing. As we had very little power, our

The course was simple, take Cape Horn to port. Gary Hoover at the sextent.



Southern Ocean clothing was either stored or given its final float test. Then, finally, as we passed Mar del Plata where the Whitfreezer was thawing out and we had no contact with the outside world or the other yachts in the race. Four days out of Rio, our meat went bad and we moved to a new diet consisting of canned food and our dry stores.

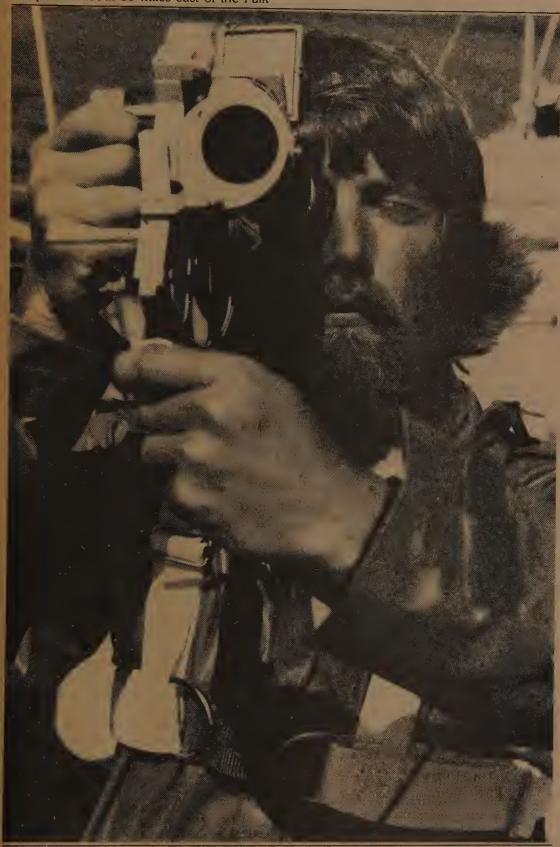
On day 39 from Sydney, 4 March 1982, we hooked up our emergency power and made our 100 mile out call to the late Clube Rio de Janeiro. We figured Buccaneer had finished on the 2nd of March and Anaconda II probably on the 3rd, so we still looked good on corrected time if we weren't becalmed for a day or two. At 1500, the mountains of Rio appeared ahead and we again called Rio to give them our ETA. At this time, another voice came back on the radio with the call sign, Ceramco, Ceramco, Ceramco. As one boatload of Kiwis to another, they congratulated us on our rounding and wished us well at the finish line. They were about 360-miles southeast of us and headed for their own finish line in England. As several of the crew members of both yachts race out of the same club in Auckland and are good friends, we were very glad to get the call and only wished we had more power to continue our conversation.

At 2100, the winds lightened and the rain showers began, a sign which for this sailor who had lived in Hawaii, was a symbol of good fortune. We then broke out our No. 1 jib, a sail which we had not seen out of its bag for the duration of 8,000 miles. The excitement of making a landfall mounted as we tacked along those famous beaches of Ipanema, then Copacabana and watched the brightly lit Christ Statue on top of Corcouado Mountain, 710 meters high, appear and disappear as though it was floating among the clouds. Rio de Janeiro is without a doubt one of the world's most impressive cities, and after 8,000 miles and 39 days at sea, it was closer to magical. We sailed across the finish line in Guanabara Bay at 2330, Rio time. We then lowered the sail and accepted a tow into the Marine del Gloria from an old, battered sailboat with a putt-putt engine (as we had no more diesel). Two Brazilians jumped aboard as we rigged up the tow line and informed us that Buccaneer had arrived at 0830 that morning and Anaconda II at 1330 that afternoon and now us, so all the yachts had arrived within fifteen hours of each other on the same day. Now, that's a helluva a race in anyone's book! That also would mean that we were corrected time winners by almost four days over the maxis.

As the champagne corks flew, a happier

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board tack, beating and reaching into short steep head seas and 15-35 knots of wind. We passed about 35-miles east of the Falk-



through the Le Mare Straits which run between Staten Island and Tierra Del Fuego. By 2000, Staten Island had disappeared into the night, and we were northbound on a close reach for Rio, about 1800-miles away. For the next eight days, we held the star-

made for the open sea. But then we found ourselves beating into 45-60 knot winds and 8-12 feet seas in order to catch the tide

crew of sailors had never been found. As eight complete strangers we had walked aboard Ta'Aroa in Sydney and then molded together to form the best crew with which I have ever sailed. When we had a problem, someone had the expertise to remedy it and there was never a time when our morale stayed low for longer than fifteen minutes before a joke or song would turn the tide. That's the kind of crew it takes to win long-distance races and we had proved our point that day.

s we entered the marina, expecting a few beers and a "hello mates" from the other crews, we were in for a surprise. The dock lines weren't even tied before two cold cases of beer hit the deck, a man came aboard and decked us out in new T-shirts (I suspect they could smell the old ones as we were coming in) and the TV cameras and crews clambered aboard. And of course, there was music from a Samba band and several hundred well-wishers partying ashore. After giving the owner the heave, someone said, "hey, check out that bikini!" and with that, it was a mad rush among the crew to greet the eight Samba dancers who had appeared on the dock. There's no better way to loose a shakey case of sea legs than a bit of Samba dancing and some cold beer. Next we were taken to a 5-star hotel, the Hotel Gloria and told that all the crews were registered there for three days, courtesy of the race sponsor. Xerox do Brazil. I cannot thank the people of Xerox and Rio Tours enough for all they did for us in Rio. Not only were we put into rooms that were bigger than our whole damn boat — all that room for just two people! but from then on, there were tours, meals, parties, and plenty of Samba dancing and music for the next ten days. Now that's the way I wish all my races would end!

So, with all these luxuries laid upon us, you would think we would have jumped into a clean, dry bed with dreams of Samba girls dancing through our heads. But for four of the racing diehards off Ta'Aroa, the sunrise found us drinking beer and plotting our strategy for the 1984 race and figuring out how to get a sponsor for our new Southern Ocean racer. We had already broken the Sydney - Rio record held by Great Britain since 1974, so why not a new record in 1984? Besides, we want to be there in time for Carnival which we had barely missed this year.

- gary I. hoover

MARINE ELECTRONICS PRIMER

This is the second half of Craig Junger's article on marine electronics, the first half of which ran last month (Volume 66, December 1982). Craig and his wife Susan and daughter Kristy are currently cruising out of Marina San Carlos in the Mexican city of Guaymas, Sonora, aboard their Westsail 32, Kibitka.

PASSIVE NAVIGATIONAL AIDS

Calculators

I know of three brands of marine navigational calculators on the market: Tamaya (actually has two models), Texas Instruments (TI-58 & TI-59), and Hewlett-Packard (HP-41C and HP-41CV). The Texas Instruments and Hewlett-Packard units are programmable calculators which accept modules containing the programming necessary for marine navigation functions. These calculators can be used for engineering, surveying, statistics, home budgets, and a host of other things when used in conjunction with other modules. The Tamaya units are designed for use in marine navigation and, in fact, are used by many merchant marine navigation officers. They are not programmable and, while they can be used for some engineering functions and for home bookkeeping, they aren't generally found outside marine circles.

I own both an HP-41C and a $TI_{\varsigma}58$ and use both in different ways. The TI-58 (and TI-59) are valuable in sailboat racing and coastal cruising, and have a very good program for determining great circle courses and distances as well as rhumb line. They can reduce a celestial sight but contain no program for the almanac. Their readout is strictly numbers and there are no "prompts" other than some esoteric slide-in labels above the top five keys. I need the instructions close by whenever I'm using the calculator.

The HP-41C (and HP-41CV) is a much more "friendly" calculator (HP has started calling it a computer, which it is, rather than a calculator). The calculator reads out in both letters and numbers and so can spell out prompts such as, "Which body?" during a celestial sight reduction. You can type in the name of the body (Sun, Moon, Venus, Polaris, etc.) or just enter a number assigned to that body. The HP-41C also contains a perpetual almanac (they don't say how long



"perpetual" lasts) for the Sun, Moon, four planets, and 57 stars.

While the HP-41C can be used for coastal as well as ocean passages, the Tl-58 and Tl-59 have better programs for that, even though they are somewhat harder to use for the non-technician. The Tamaya NC-77 has an almanac for sun sights only, but has pro-

grams for determining height and time of tide, and other interesting features. The less expensive Tamaya does not have the almanac feature.

The cheapest of these units is the TI-58 at about \$100 plus the nav module. The HP-41C is available mail-order at about \$180 plus about \$23 for the nav package. The Ta-

maya is the most expensive at around \$250.

Which one do I recommend? Well, I like the HP, and wish I had the one with more memory (the CV model) because I found I like writing programs for it. My fiveyear old daughter, Kristy, uses the HP as an arithmetic tutor using a program written by HP and punched in by me. It asks her to answer ten problems set up by me, gives her a low pitched "uh un" if she makes an error and, if she gets them all right on the first try, she gets a little song. My wife doesn't like it because it uses a number entry system called, believe it or not, Reverse Polish Notation or RPG. I had to get used to it too and it isn't so hard but she always uses the TI. Both the HP and TI calculators can be user programmed to do virtually any marine calculation you can think of. The HP series may eventually be available as a system controller by means of its interface loop which would allow it to communicate with distance logs. wind measuring systems, SatNavs, Lorans, etc. This could be quite a system. Both TI and HP units have printers available.

Computers

While the HP-41C could be rightly called a computer, we generally reserve this title for units which can be programmed in a "language" such as Basic or Fortran. Both Sharp and Radio Shack sell hand-held computers (as well as Motorola and several other makes) which can be purchased through any Radio Shack store. Two versions, the PC-1 and, recently, the PC-2 are available. The PC-1 is now around \$150. These computers are compact and efficient, and are programmable in a version of BASIC. At least one company offers a navigational program in cassette tape form which can be loaded into and used with the PC-1. Some of these programs offer almanac features as well.

One problem with these units is their small memory capability and the fact that their memory is lost whenever the computer is turned off. This is the reason for the cassette tape program loader. Another problem is that they are not convenient to use simply as a calculator since the BASIC language is a cumbersome "number cruncher". Also, most sailors are not familiar with computer

programming languages and might be intimidated by it. Then again, it could give many hours of entertainment on a long passage picking up a new, and perhaps marketable, skill.

A nice thing about hand-held computers is you can attach peripherals and use them to access large computer data bases through telephone lines. You can play games, use them to help teach your children, and do many calculations using programs written by other people and load-

The HP-41C can be used for both coastal and ocean passages.

ed via cassette tapes.

One other computer is the Sinclair ZX-81 (soon to be sold through the Timex watch dealership). This is a very small, true computer which needs a television set (black and white) of any size for its readout. It is available with 16k of memory, a printer, and can use any cassette tape recorder for mass memory storage. The ZX-81 is \$99.

Watches

I wore a Rolex for 12 years and thought they'd take it from my wrist when I died. It was waterproof down to 600 feet, wound itself, and displayed the date too. The only problem was that every three years I had to clean it at a special chronometer watch repair center, and it cost \$100. And it wasn't all that accurate, either. I now wear a Casio

Mariner and so does Sue. We spent under \$50 apiece for them, and they keep time to within ten seconds or so a month. The Rolex is stored away against the day we can't get batteries

On night watches I set a count-down timer for three hours (our watches are three on and three off). I then settle back and relax while the watch keeps track of time and every ten minutes beeps at me to tell me to sit up and take a look around. At the end of my watch I get a series of beeps to let me know that it's time to wake Sue up (as if I needed that reminder). When I take a sight I yell, "mark" to Sue when the body is pulled down to my satisfaction and she jots down the time and body. Then I pull out the HP-41C, put in assumed position, date, time, height of eye, sextant angle and the body's name and about a minute later I get intercept and azimuth.

Some people use big clocks to display time, but we don't. For one thing, they cost money. We just use our watches . . . too bad they don't cook.

RADIO EQUIPMENT

Over the years I've had a lot to do with radio equipment. Sometimes I thought I'd learned about it and then had to change my mind. Many times I found new things about radios, especially the VHF (very high frequency) portion of the spectrum and most especially antennas. Here's some info on various radio systems available for yachts.

Marine SSB

If you think the FCC should give you a ham license free because you're cruising on a yacht, this is the system for you. The license is free, there's no morse code test, no theory test, and you can use it for business as well as keeping track'of your other friends who have one. You can buy one for from \$2,000 or so, up to \$8,000 or so (and on up) and you can find used sets for \$600 to \$1,000. It has to be installed by a licensed technician (or at least signed off by one) and works on the authorized marine frequencies. There are some very good units, and I've often wished I had one.

If you do buy one, I suggest you get a unit that will at least tune to the 12 Mhz band, and preferably 18 Mhz. The reason for this is

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that during the day radio signals reach farther on the higher frequencies, and during the night these become dead, and you must move to lower ones. Of course, you never know what time a problem will strike, do you? If you have an 8 Mhz set in Baja with problems at two in the afternoon, you might be in some difficulty.

I suggest you visit with and talk to several different salespeople representing various manufacturers and get their input for the type of cruising you are planning. As far as I know, none of them will hold you down and take your wallet while you're talking, and force you into taking home a brand new Internet 5000, so you should be safe.

Marine VHF

These are idispensable in Baja, especially for the morning net in Cabo San Lucas. Next to a depth sounder, the VHF is my most important unit. Once you get out of the Bay Area, you'll find that channel 16 doesn't go on and on and on.

I use channel 16 in the fog to occasionally announce my position, course and speed, and describe my boat. Many times ships have responded telling me they see me and what traffic is around them.

I also used that system when crossing the Santa Barbara shipping channel in reduced visibility. When at sea along the coast, we leave channel 16 on continuously, as required by law.

A word about power consumption: multichannel, synthesized VHF's draw around 0.7 amps per hour in the listen mode and this can help drain a cruiser's battery quickly. Crystal controlled units only draw about 0.2 amps in the listen mode. Hand-held transceivers now on sale (especially the unit sold by Icom at \$199) draw only 0.02 amps in the listen mode and hear as well as or better than many bigger units. You can also connect an adapter to the BNC antenna plug of the Icom and attach your regular masthead antenna to increase its range. This is especially great for Mexico, although I'm not too sure about French Polynesia.

Ham SSB

There may be cruisers without ham radio who do not wish they had it, but most have told me that they'll either get it next time or





Above, left to right, ICOM marine VHF handy-talkie, ICOM IC-2AT ham 2 meter, and Tempo 2 meter ham. Below, left to right, Hewlett Packard HP-25, Texas Instruments TI-58, and Hewlett Packard HP-41C.

could kick themselves for not getting it. It takes some work and learning the morse code isn't easy, but it's worth it. Many amateur radio clubs offer classes to the prospective hams and many yacht clubs have ham members who would be delighted to help you get your license.

You can start with the Novice license with a very simple theory exam and a morse code speed of five words-per-minute (to see how slow this is, time yourself and speak at five words-per-minute; spell the words out, and it's still slow!). With this license you can put a transceiver on your boat and talk to other yachties in morse code on the Novice bands. You can send messages home to loved ones, or you can ask for help in an emergency (in emergencies you can use SSB; you don't need a license for this but having one will give you practice tuning the station up.)

With the next step, Technician, you still can't use SSB (except in emergencies) but you can use the walkie-talkies I described at the beginning of this article to talk to other yachts and use the telephone autopatches. The test is five words-per-minute of morse code (you don't even have to take this test if you have a Novice license) and a general theory examination. There are many good study guides to help you pass this theory exam

Finally, the General class license. With a Technician license, all you need to do is pass a thirteen word-per-minute morse code test. You will have already taken the theory exam in the Technician test. At a half hour a day, the average person can get to the General in three months. Oh, I know, you haven't got that much time. Yes, yes, I know you think that morse code is obsolete (70% of all ship traffic is passed this way) or the Navy and Coast Guard no longer teach it (the CG boys at NMC have learned, somehow) and that at least three countries offer codeless licenses to yachties (false; Canada has a codeless license but for VHF "packet" communications, using ASCII encoded information only). I've heard all your excuses and they all boil down to one thing: unmotivated people don't get ham licenses. See Marine SSB, above.

As far as equipment goes, Ham Radio Center, P.O. Box 28271, In St. Louis, Missouri 63132, will sell you a 235 watt Swan 100MXA transceiver for \$429 plus shipping of \$10. This radio works fine. I bought one from another outlet for a friend, put it on his Mariner ketch and, first contact, talked from Newport Beach to Guernsey Island, part of England just off the French coast. Another \$50 for a Hustler antenna and 40 meter, 20 meter, and 15 meter resonaters, and \$25 worth of coax cable, \$16 for microphone, and \$10 for a key, and you are on the air!

Ham nets are organized to help other hams interested in similar things. Maritime mobile nets meet on known frequencies at known times and are controlled by one station with several to assist him, depending upon band conditions. One such net, specializing in boats cruising California and Baja, California, is the Baja net, meeting every

morning at 8 am on 7235 Kilohertz on the 40 meter ham band. Boats checking in give their local weather and their location, and any other information they wish to share. At approximately 8:15 each weekday morning, a former airline pilot who arose at 5 a.m. to watch the aviation weather on television, gives meteorlogical conditions for the Pacific coast from Washington down to Baja, California. These fellows are often more accurate than the NOAA broadcasts and, in Mexico, where there are no weather broadcasts,

Next to the depth sounder, the VHF is my most important unit.

they're unbeatable.

Other nets meet to handle phone patches and messages from boats to their families. Stations meet on one frequency to determine whether they can communicate, and then move off to handle traffic. Or, you can just check in and ask if anyone from, say, the Bay Area is on frequency and can handle a patch. If someone is, and has the equipment to connect his transceiver to the phone line, you can talk to Mom and Dad right from your boat thousands of miles away . . . for free!

Citizen's Band

I would think everyone knows about CB by now. It used to be found among cruisers but most people now have marine VHF.

There's an active group of CBers in the Guaymas/San Carlos area of Sonora, Mexico (channel 14) but I don't know of any others. The same problem of skip interference exists there as well as here so the frequencies are pretty much impossible a lot of the time.

EPIRB

This unit is for ocean cruisers who may need help if their vessel sinks or who has a real problem (injury, severe sickness, etc.) out of range of marine VHF. The units transmit a warbling tone on the aircraft international distress frequency and, if picked up by a jet at altitude, can be heard a very long ways. The aircraft usually don't search for the EPIRB vessel, but relay information on location to sea based search-and-rescue organizations.

I would check any unit you consider buying for: long-life battery; water-tight seals; availability of battery abroad; and ease of changing battery on your own. One manufacturer makes you pay him \$50 and send the unit back to him for repair. I can just imagine how much mailing the unit from French Polynesia would cost and how long it would take to get to the U.S. and back. (I owned one of these EPIRBs and, when a friend asked me to check the waterproof integrity of it, 'I was horrified to find that it was, in my opinion, not even weather-proof. Luckily, I was in the U.S. and bought another brand).

Short-Wave Receiver

Boy, if there is ever an underestimated piece of equipment, this is it! This is third on my most important list, after depth sounder and VHF marine radio. I don't know how many cruisers are out there with the old Trans-Oceanic type receiver, or some of the ones sold by your neighborhood pharmacy. The absolute minimum requirement for a SW receiver, in my opinion, is a beat-frequency-oscillator (BFO). This may be shown on a radio as a switch for CW (continuouswave morse code signals) or for SSB signals or USB/LSB/CW; these all do pretty much the same thing. The reason you must have such a device is for receiving singlesideband weather broadcasts from such stations as NMC in San Francisco. (Frequencies and times of these broadcasts are contained in a

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book, "Worldwide Weather Broadcasts" available from any major chart distributor). These broadcasts give you the latitude and longtitude of gales and storms and information for plotting fronts. You can use an old chart with plastic over it and a grease pencil to make your own weather map.

I recommend one SW radio over all others to those who have asked me and that is the Sony ICF-2001. It costs about \$280 from discount stores and has a unique frequency entry system. Instead of turning a dial, you enter the frequency on a calculator-like keyboard, then press buttons to increase or decrease the frequency as desired. The receiver has several memories so you don't have to remember a weather broadcast frequency, just press a button. And, since weather broadcasts are transmitted on several frequencies at once, you can select the one that comes in best without missing a word of the broadcast.

Other good SW receivers are manufactured by Yaesu and Kenwood. Some ham transceivers incorporate full band SW receivers. You may use SW receivers as back-ups for your ham station, or to monitor marine SWB frequencies at less power drain than your big transceiver. Make sure you can use your receiver on 12 volts d.c., or can get an adapter.

ENTERTAINMENT

Television

Oh yeah, I know. You went cruising to get away from TV, didn't you. Well, I can tell you that sometimes having a TV can be an entree into understanding the country and a help to learning its language. During the recent dispute between Argentina and England, I watched Mexico's reaction to the Malvinas Islands crisis and it was quite different from what I had imagined it to be.

One thing you should know is that the TV system used in the U.S. is not common all over the world. If you try to watch your U.S. set in Tahiti you'll be able to see it okay, but you can't hear the words unless you tune to the next channel up . . . and then you can't see the picture. In England you'll find the picture is the wrong size, because a different number of scanning lines are used. You can

find the sets that will receive all three systems, but they are not usually the ones on the discount house showroom shelf complete with am/fm radio and cassette. You're going to have to shop around. I know that both Panasonic and Sinclair make a very small TV receiver for all three systems. I believe Sears carried one for awhile.

Stereo

We have an automobile type cassette deck on Kibiţka and I installed Radio Şhack patio

I once fixed a
guy's VHF while
his TV tape
system played
'Debbie Does Dallas''
Burned myself
six times.

speakers (about \$8 each two years ago), because I was worried about moisture. The installation has worked well but we can't record unless we buy another cassette recorder. We plan to buy something soon to do both jobs, and I suggest that you plan now so you won't have to make two purchases.

I might add that, should you not find what you want in an entertainment system here in the U.S., you can buy whatever your little heart desires, at bargain prices, in La Paz, Baja, California. La Paz is a free port and sells TVs, stereos, digital watches, and many other imported goods to Mexican families who ride ferries over from the mainland to shop.

Video Tape Recorders

Don't laugh, I've seen several. Of course, some need 120 volt A.C. to run and that means an alternator or an inverter (used to convert 12vdc to 120vac). These are very delicate pieces of merchandise and must be

carefully protected from the sea air environment. I would suggest keeping the unit in a sealed cabinet, but installing it so that, when you open the cabinet to turn the set on, ventilation can come in through the opening. I once fixed a guy's marine VHF while his TV tape system played "Debbie Does Dallas". Burned myself six times. If you have one of these, you can anchor right next to my boat, I promise.

If you remember, I said at the beginning that electronic devices are delicate. This doesn't mean you can't have them around, but it does mean you should use a little foresight and planning in their use. Sue has made covers out of ripstop nylon for all the radios, the SatNav, the Loran and the depth sounder. I use the HP-41C calculator inside a zip-lock sandwich bag when we're at sea just in case a wave top should land on the chart table. There are aluminum and fiberglass camera cases with foam insides which you can customize for any use. I keep all my test equipment in an aluminum case; a friend of mine uses the fiberglass type. They aren't cheap, but they're cheaper than buying new

Whenever you buy electronic equipment, make sure you can get a maintenance manual, or at the very least, a schematic diagram of the unit. Often times you'll have to pay \$15 or \$30 for the manual but it's worth it, believe me, if it goes on the fritz in an out-ofthe-way place. Many times you can find a yachtie who could fix it, if he had the manual or a schematic. If they won't give me even a schematic diagram (one friend of mine, with a VHF out down in Cabo, asked his dealer for the schematic and he was told to bring the unit back for repairs!), I don't buy the equipment, period. It stands to reason that you'd store these manuals and diagrams somewhere dry and convenient, right?

Well, there it is; a Marine Electronics Primer for the Cruising Yachtie. I know that I left some things out but you can't cover everything (and I don't know everything). If you know more than me, you don't need this anyway. If you want to learn more, there are lots of places to do it. Above all else, I hope I've helped some of you.

- craig jungers





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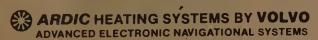
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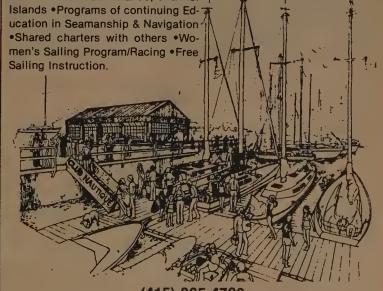
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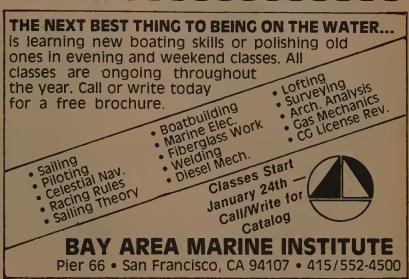




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CHANGES

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Hola! Just a note to let you know where we are and how we're doing.

We left San Diego November 2, cleared through Ensenada on the 4th and then sailed eight days to Cabo San Lucas. We had planned to stop a few places in Baja but we always seemed to arrive at 2 am with a great breeze so we kept going.

Cabo was great as usual. The effects of the hurricane are being repaired so fast that by Christmas you won't even be able to tell anything happened there. After a week we were anxious to move on to Puerto Vallarta for Thanksgiving.

It rained all day Thanksgiving but it was welcome. We scrubbed the boat and ourselves and caught five gallons extra for the tanks. We got a turkey from "Chicos" and ate it with all the trimmings. Jazz, a Freya 39, were our guests.

The rain provided a respite from more than just the sun since the yacht anchorage area borders the Navy base and every morning the drum and bugle corp practice for a few hours out on the beach and do they ever need the practice!

The town here is great, clean streets and everything is so cheap! The "necessities of life" are still price frozen at the old pesos rate so the prices are ridiculously cheap. We could live here forever on our cruising fund.

A few things we've found about Mexico that seem to contradict what we heard before we left:

- 1. Paperwork so easy, not a question asked, you just hand 'em your papers, they hand 'em back stamped. Import permit easy to get in Baja (Cabo) or mainland.
- 2. Fuel clean and cheap (15-50 pesos/g.). We filter ours and have never gotten anything on the filter.
 - 3. Plastic bags every little "tienda" gives



Cary and Candy give their TV — it's just above the aft port — the old heave-ho!

you your groceries in heavy duty plastic bags that we just save for garbage etc. We don't need hefties!

- 4. Buy your pesos in the U.S. The official rate of 70 prevails, a few stores will bargain up to 80-85. They never asked us how many we were bringing into the country.
- 5. Crowded anchorages there aren't any. I don't know where all the cruisers are but it's been great. Only a dozen yachts at Cabo, half a dozen here in P.V.

Taxis are cheap, food is great, weather is wonderful, wind seems to be following us around (only motored 30 hours since Ensenada!), the boat is in great shape. . .

What more could we want! Keep your reefs in up there!

- kathy and don

Dalliance
Cary & Candy Smith
(& Spencer the cat)
San Diego
(Redwood City)

Cary and I have had quite a memorable (??!!) trip so far. We were boarded by the Coast Guard half-way between Point Conception and Santa Barbara. They said they were checking for safety compliances (acting very edgy — with 38 caliber pistols on their belts — out in the ocean??). Needless to say,

drug smuggling is a serious problem down here, especially between Pt. Arguello and Santa Barbara (a S.B. local told us). Several other cruising boats were also boarded out there, that same day.

Also among our memorable times: A few miles out on our way to Ventura, a 25 ft. long shark paid us a visit (Dalliance is only 28 ft.). He remained within arms reach for several minutes while sitting on the surface. My first reaction was to scream like hell—my second was to feed him (I guess to befriend him in a hurry). After turning his head from side to side while checking us out, he left.

We later looked up "sharks" in a library and discovered he was a very rare whale shark (planktin eater, thank heavens).

A few more of this trip's "I'll never forget the time's": The engine died off the breakwater to Morro Bay; we caught a wind surfer off Long Beach with 49 lb. test line; and last but not least, we arrived in Marina del Rey three hours before tornado warnings were posted.

The list will continue to go on I'm sure but we hope to spend a *quiet* winter in Mexico first!

Dawntreader – Odyssey 30 Ben Wells & Jean Lawler Papette, Tahiti (Berkeley & San Jose)

Just a note on our change in latitude. You

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printed the last on Dawntreader in your August issue. Made Hiva Oa on June 24th after a fabulous 24-day passage from Cabo San Lucas, matching times of 45 footers (Dawntreader is 30 ft.). Did the usual tour of the Marquesas for two months. Left the "Yellow Brick Road" (i.e. Tahiti via Manihi, Ahe and Rangiroa in the Tuamotus) to try to find some "untouched" Tuamotan atolls. Stopped at Taskaroa, Aratika, Toau and Apataki with varying success. Avatika has an average of five yachts per year. There have been up to six yachts at Takaroa at one time. It's been fun to be back in the city (Papeete) for a few weeks, but have fled to anchorages



Ben and Jean in the tropics on Dawntreader

on Tahiti and Moorea where we can't spend money at such an alarming rate. Will hang out in French Polynesia for the "hurricane season" (i.e. until April).

Thought I'd comment on the reference to the visa and the French consulate in one of your recent articles (can't find the damn thing to make a proper reference). We too had a hell of a time getting our six month visas ahead of time, what with having to deposit the dollar equivalent of an airline ticket from Papeete to Los Angeles in a Papeete bank, etc., etc. Those who simply arrived in the Marquesas without visas were usually permitted to wait until Papeete to post "the bond" (i.e. they cruised for 2-3 months in the Marquesas and Tuamotus without cost). I managed to sidestep the deposit requirement in getting my visa (too complicated to explain) only to be required to post a \$1000 bond when leaving Papeete (for another Tahiti anchorage) some five months after arriving in French Polynesia. I met the letter of the law by simply buying an airline ticket to American Samoa for \$420, and showing that to the immigration authorities. The whole point of the bank deposit/bond/airline ticket is to provide the French authorities with a means to transport "the undesirable" to American authorities at no expense to the French government. Since there is no U.S. consulate in Papeete, the nearest American authorities are in American Samoa.

In summary, there are less expensive ways to play the game with the French. But, since none of this builshit was required a few years ago, we can't help but be pissed at the irresponsible, selfish and inconsiderate few whose actions brought all this trouble on those of us who follow.

Some other Bay Area yachts in Tahiti: Notre Amour out of Richmond. Vince Zerphey and his son, Rick, aboard. Also friend Pat Smith of Honolulu. Notre Amour came to French Polynesia by way of Mexico & Hawaii.

Swan, Kellogg and Diana Fleming shoved off from Pelican Harbor in March 1982 and



Dave Allen's old rocket goes cruising. Last we knew Len Schwab of Redwood City owned her.

arrived in Papeete in October after stopping awhile in Hawaii.

LaEmbra, George Jackson, from Sausalito, has cruised Marquesas and Tuamotus after departing Cabo San Lucas the same day as Dawntreader (June 1st).

Gray Whale, Australian Mike (last name unknown) who bought his Olson 31 in San Francisco several years ago and sailed to Hawaii with 'Amazin' Ann Gash, arrived in Papeete in October en route home to Australia.

Dellbe II, Del (last name unknown) left Papeete on 21 October for Hawaii. Del's motor quit on him between the San Mateo and Bay Bridges on his departure for the South Pacific. It was a question of replacing the engine and abandoning the cruise or continuing the cruise without power. He chose the latter and has been cruising without auxiliary power ever since. However, he disagrees emphatically with the Pardey's and other advocates of the sailpower-only boat.

— benjamin e. wells

Passage West - Midshipman 40 Maren Lockridge, Peter Hoskins, Charles Hoskins, Douglas Clark San Diego (Sausalito)

It is said that unless you just "throw off the strings" one morning, you will never leave to 'go cruising. It seems that the boat just never gets ready. So, the morning of October 26, we just threw the strings off and left Sausalito Yacht Harbor, still wondering if the boat was ready.

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We were surprised as to the amount of motoring we have had to do. Other than two days of Santa Anas out of Santa Barbara, we have experienced extremely light airs all the way to San Diego. Several healthy storms off Catalina and Mission Bay have added some thrills. I mean, 65 knot winds while anchored at the Isthmus on Catalina Island is

not good times.

We have accepted the gracious hospitality of yacht clubs whenever possible, and consequently have met some very nice people. Morro Bay Yacht Club, while only open on the weekends, offers great showers and fun bar. Ventura Y.C. was undergoing some remodeling of their shower facilities, so that upon stepping out of the shower stall, I found myself in the parking lot behind the club! California Y.C. in Marina del Rey offers class facilities — tennis courts, swim pool, saunas, full bar and restaurant. We stayed seven days at no charge. During our eight days in Newport Harbor we enjoyed the great hospitality of Newport Harbor Y.C., Balboa Y.C. and Bahia Corinthian Y.C. Jim Seely at Newport Harbor Y.C. allowed us the guest dock as long as we wanted, and was extremely helpful, as was Ralph over at Balboa. It is true that some of these clubs tend to be choosey about the boats they allow in front of their facilities, but all-in-all we encountered very friendly members and courteous and helpful staff.

Please allow me a little space to offer sincere thanks to Chuck Hawley, Howard, Claudia and Ann at West Marine Products without whom we would still be in the slip at Herb's. In San Diego you will find great ser-

The crew on Passage West; Charles, Peter, Maren, and Douglas. At Morro Bay.

vice from Tommi and Steve at Pacific Marine Supply. I mean, they will *loan* you their truck anytime you need it!

As is usually the case when cruising, we have met a wonderful bunch of yachties. In particular Randy Gilespie and Mary Ducsharm from *Rhiannon*; Don and Sue of *Manana Express*; a great Canadian boatful: David and Eva, Darrell and Connie on *Saturna*, and Dr. Bob LeFevre on *Blue Sky*. Rick Sprinkler and his crew from *Contrary to Ordinary* gathered all of us together one evening at Humphrey's for a memorable "knee-walking" evening of pau-paus and cocktails. Sprinkler was in fine form, taking notes and pictures while on the floor.

We will stay in touch with your fine publication as we progress down Baja. For us, it will be Christmas in Cabo.

pete hoskins

Celeste — Steel Gaff Ketch Alex Bricken Bowen, Australia (San Rafael)

Have just received a letter from Alex Bricken who writes from Bowen (exactly 20°S. Lat.), the "Gem of the Ćoral Coast". In the wee hours before dawn he was sitting amidst the utter chaos of engine parts, wrenches and grease having a cup of tea and recounting to me his latest doings. He's tied his double ender Celeste to the end of the jetty there where he's been repairing his engine

for four months — mostly spent waiting for parts.

Sailing Cap't Cook style (sans engine) around the Great Barrier Reef, he's been enjoying the wildlife, building an outrigger sailing canoe and meeting the locals — a colorful lot from what he tells me.

Alex sailed out under the Gate from San

Rafael July 18, 1980, in the steel hulled gaff-rigged cutter *Celeste* with myself, Peter Gooeb and Joe Evans. We arrived in Maui, tanned and fat after 28 near-windless days. (Don't get me wrong, I loved every minute of it!!). Alex spent something like five years putting the boat together, topping it off with a frenzied three months of effort from all four of us building the interior. He's now reaping the rewards of that grind and plans to make his way across the Indian Ocean, around Africa and up to the Virgin Islands by late 1984. Slowly, of course. He spent last year in Polynesia.

So — duty done, I now owe Alex a letter. Let's see, ". . . they've finally paved Francisco Blvd. . . . ".

- polly sulfide

Unknown - LaFitte 44 Jerry & Patti Sehi Indian Ocean (Newport Beach)

We're in the Timor Sea and should be in the Indian Ocean in a couple of days. We left Thursday Island, Torres Straits on August 1 and are now halfway to Christmas Island.

Reluctantly we are passing Bali and Indonesia because our yacht papers didn't arrive. We had paid an agent \$100 to do the work, a \$100 we'll never see again. Briefly we thought about stopping without visas or yacht papers — you can't get the former without the latter — but decided not to after hearing nothing but horror stories from yachts that tried it. Besides, how can you only spend two weeks in Indonesia and learn

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anything about their culture? All there would be time for is handling the paperwork, shopping for food, and getting 'orientated'.

We averaged 155 miles a day the first six days out of Thursday Island, but today's 45-mile run really screws up the average. The second night out of T.I. we were having cocktails while carrying a full main and a poled out 130. Almost hourly we had to strike sail; first two reefs in the main, then down to a 110 headsail, then no main, then a trisail only — and doing 7 and 8 knots the whole time. What a drill! Even though the boat was fast and orderly, Patti and I were both a little hung over. God we're getting better though, the Barrier Reef taught us a few things about strong winds from astern.

Patti and I are getting along better than ever now, each having had to work out some personal things. We learn from each other and are very happy. It's interesting, because two astrologers, one from Newport Beach and one from Australia, told us that astrologically we're very incompatible.

Have you seen Moitessier? I understand he's leaving Sausalito. It would be fantastic to be with him for a day, especially out here. I enjoy talking with the older guys and singlehanders, because they have so much knowledge and experience. The folks in the young set, like us, are still in basic training.

I have to give myself credit, though. At Cape Upstart on the east coast of Australia I felt like I didn't know anything — I was really unsure of myself. But then as we waited out the effects of Cyclone Claudia some 600 miles away, I realized I really do know something. That was the real turning point in the way I deal with problems and sailing the boat. I've taken the bull by the horns and feel real good about it.

jerry sehi

Unknown — Islander 21 Dick Elser, Debbie Biebel San Felipe south



Dick and Debbie cruised for a profit. It's a bit risky going with such a small boat and so little experience, so think before you leap.

(Sausalito)

This time last year, prompted by the first winter storms, we decided to spend the winter in Mexico. We wanted to explore uninhabited places and had enjoyed the few times we had been sailing with friends. The "logical" conclusion was to buy a sailboat and cruise the Sea of Cortez from San Felipe south.

We stopped at every harbor between Sausalito and San Diego but had no luck finding the right boat. So the San Diego docks were soon covered with "Sailboat Wanted — \$2000" signs. We got no answers. Then late December an Islander 21 was advertised for \$2500, and we went to look at it. The owners were firm on their price; we were firm on our budget. So we spent the Christmas holidays back home at Gate 5 and looked for some friends to join us as well as scraping up some more money.

Returning to San Diego we resumed our search and finally bought the Islander for \$2500, adding \$500 in equipment — depth sounder, new anchor line, solar panel, bottom paint, brown rice, potatoes and onions. Our galley consisted of a one-burner Coleman stove, a few plates, and one frying pan. An old freon tank was converted into a woodstove to keep us warm. Dick added a 7-ft. fiberglass dinghy, and his son Dan donated his 1948 Seagull outboard which Dick

got to know intimately. A rented trailer and pick-up got us and the boat to San Felipe.

The launch went easily thanks to the 20-ft. tides in San Felipe. We stepped the mast by tying up alongside a shrimp boat, and tuned the rigging by blind luck. A short comment on our lack of sailing knowledge: When the owner of the Islander said, "Of course you noticed that the main halyard needs replacing," we looked at each other and said, "The what?".

While buying supplies in San Felipe, a good place to stock up, we asked some local fishermen if the tide was coming in. "Si Senor", they replied. Two hours later we found our boat high and dry. Lesson #1: Mexican people will tell you just what you want to hear.

The first day we sailed about eight miles, and woke up at 4 am to waves crashing over the bow. We pulled up anchor, reefed the main, started our always trusty Johnson 6 and took six hours to get back inside the San Felipe breakwater, realizing we should wait for better weather for our first day out of harbor.

A week later the inboard rudder jammed and we broke the tiller. We had to pull the rudder and take out an old shim. The Americans on shore were extremely helpful. After running aground a few times we finally learned about the radical tides in the northern sea. But from then south the weather continually improved and we learned to sit out the stormy days. Our 8 lb. Danforth only drag-

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ged once, and that was due to a bay full of kelp.

After two months and exploring almost every nook and cranny of the coast, we sailed into Bahia de Los Angeles. There is a growing American community of trailers as well as a bakery, grocery store and some fresh produce, gasoline and water. We met our first cruising sailboat — the Ly Kow, a 1939 42-ft. wooden sloop. Its owners, Tom and Arlene, and their daughters Candace and Meredith, were able to give us much needed encouragement and advice. These children are a shining example of the benefits of being raised at sea.

Our next major town was Santa Rosalia, which boasts the most wonderful bakery in Baja as well as various and inexpensive stores. In five months we made so many stops — anchoring every night — it is impossible to recall them all. We found the near-inaccessible coves and deserted islands to be our favorites. The Mexican fishermen were without exception friendly, helpful and lots of fun. Even the six Federales, who found us sunbathing naked and threatened to arrest us, turned out to be friendly.

Dick spoke fair Spanish and I learned a bit, so many wonderful afternoons were spent talking to old fishermen and ranchers. Some had been there for decades and remembered the days before "the highway". Often the only access to their homes had been by water and they either rowed or sailed. The Mexican women spend most of their time at home, and unfortunately we were not able to get to know many of them.

As far as words of wisdom, we would have launched farther south or started to sail in November so as to have had warmer weather right from the beginning. Also there are very few people cruising north of the 28th parallel, and we really enjoyed making new friends and seeing old acquaintances from Sausalito — a pleasant surprise to us!

We got to know each other and the boat



Barry Stephens & crew in Cabo. His Rhodes 50, Rowena, is pointed to the Marquesas this time.

rather well, and realized that we could not sail on this small a boat forever. We decided to sell the boat in Mexico and Cabo San Lucas was our original destination. Finding La Paz a better place to sell a sailboat and running short on time and money (it was June), we ended our journey there.

We thoroughly enjoyed our two week stay in La Paz — especially the friendship of our fellow cruisers who had been much less numerous farther north. We reluctantly sold the boat for \$3500. The bit of profit helped to cover the expenses of the trip, which were \$1500 (including the 87,000 bottles of good Mexican beer that we drank along the way).

The purpose of writing this — which has been the most difficult part of our adventure — is to encourage anyone with a dream similar to ours. You don't need lots of money or years of sailing experience; just do it.

- nick elser, debbie biebel

Restless - Cal 29 Dick and Bonnie Byhre Redwood Shores

When Dick and Bonnie headed west last July 3rd, they had spent several years preparing for a trip to New Zealand and back. Little did they know that their foresight would pay them back with their lives. Unfortunately, their boat didn't make it, but they did, and they're now working to get back on the water and go out sailing again.

After endless going away parties in San Francisco — their friends at Ballena Bay YC threw one gala after another — the Byhres managed to escape to Santa Cruz where they did their final provisioning and then headed south to the Marquesas. Five days into the trip they heard about Hurricane Daniel, which was working its way north-northeast from Mexico. Dick and Bonnie figured they could sail across its path and get out of its way. For the next five days they took precautionary measures such as tying everything down, putting a deadbolt on the main hatch, bolting the stove and getting plenty of rest.

On the evening of July 13th, they knew they were in for it. The storm looked like a giant haystack with finger-like clouds radiating out of the top. The wind and waves rose until, as Dick puts it, "they began to resemble Mt. Everest". One wave threw them down so hard it tore the entire rubber rubrail off the boat, screws included. Coming down the waves Dick says the speedo pegged at 12 knots. He used the steering vane as long as possible, then added the autopilot. Finally he had to take the wheel himself. Tying himself to the binnacle, he assumed a kneeling position in the cockpit and drove for 36 hours.

At one point the wind died down, and Dick thought perhaps they were out of it, but he soon realized they were in the eye. The second half of the storm was much wetter than the leading edge, with an estimated two feet of rain per hour. The self draining cockpit handled both the rain and waves easily, and remarkably at no time did they feel their lives threatened.

Dick had read Doug McNaughton's account of sailing through a hurricane

[Volumes 56, 57, 58] and thinks they had it better than Doug. First, they knew it was coming in plenty of time and were mentally and physically prepared. Secondly, Hurricane Daniel was traveling at 15 mph, considerably faster than the one Doug was in, and they got through it relatively quickly. Third, with their engine running slowly, they had some control over how they went through the seas. McNaughton was without an engine.

After the storm, Dick and Bonnie continued on, feeling invincible. They had a great time in the Marquesas, the Tuamotus, Tahiti and the Societies. From Bora Bora they went to Pago Pago, where they were glad to see American labels on the food and booze after all the French they'd been exposed to.

On September 25th, Restless left Pago Pago bound for Fiji. After two days of good winds and excellent progress, they decided to stop off at Niau Fo-Ou, which means the "New Coconuts" island. It used to be called "Tin Can" island because when the conditions were too rough for the mail boat to land (which was often), they'd seal the mail in a tin can and throw it into the water. The natives would then come out and pick it up.

Dick and Bonnie found an anchorage on the lee side of the island in 40 feet of water. There's no barrier reef around Niau Fo-Ou, so they were in the open ocean, about 200 yards offshore. About 4:30 am they heard a big crash. Dick first thought someone had run into them, but they quickly realized they were in the surf. Dick pulled up the anchor line, only to find the swivel that attached the nylon rode to the chain had broken. It wasn't long before Restless was playing bumper cars with the black volcanic cliffs. One violent crash pulled the main chainplates out of the bulkhead! The only items they were able to grab were their valise with passports and credit cards inside and the "calamity bag" for just such an occasion. As the sun came up



Dick and Bonnie after the shipwreck.

they watched their boat self destruct and slip into the sea.

Luckily, they could prove who they were with their passports, and with the plastic money they were able to get aboard a tramp steamer headed back to Pago Pago. It took them two days to sail to Niau Fo-Ou and 18 days to get back; they stopped at all the little atolls along the way. "If the captain of the steamer found a girlfriend on the island, then we waited another day," says Dick.

Dick and Bonnie are now situated in Portland, where he has a marketing position with Techtronics. They still own a house in Redwood Shores. It will take about five years for them to recover and they're gung ho to get another boat. Dick would like to go back to Niau Fo-Ou, anchor at the same spot and make it through the night. With their confidence restored, they'll then head on to finish their trip.

- suc

Dove — Allied Luders 33 Larry Rodamer and Betty Ann Moore Papeete, Tahiti

Tropical Cyclone Lisa formed in an area of low pressure that had persisted northwest

of Bora Bora for several days, bringing cloudy skies and rain to the Society Islands. Saturday morning, December 11, the word quickly spread amongst the cruising boats that the low had turned into a cyclone and was headed for Bora.

Dove had been firmly anchored in Papeete harbor for a week. We debated moving to a possibly more sheltered place, but decided we'd be OK where we were in the forecasted 40-knot winds. We spent the afternoon stripping the boat of awnings, flags, wind-scoops, dinghy motors, and anything else we thought the high wind could damage. We had a good dinner and went to bed early.

By 11 p.m. the storm had hit Bora with 50 knot winds and puffs to 100 knots by some measurements. We were getting a lot of wind and heavy rain, and a heavy swell was coming through the pass. Larry and I were up with each successively heavier gust of wind all night to be sure we weren't dragging.

At dawn the VHF came alive with people checking on their friends, comparing impressions of the storm, and passing on weather reports. WWV doesn't come in too clearly down here, but those who could hear it found discrepancies with the local forecast. The beach in Papeete harbor was a mass of breaking waves, although it wasn't too bad if you were anchored out, away from the pass. We measured 40-50 knots with a little handheld anemometer, and others said their masthead indicators were pegged at 100 knots for several seconds at a time.

Even though WWV said the center had passed us by 10 a.m. the local weather said we hadn't seen the worst and would get 120-140 km. (about 60 mph) by late afternoon. We put a second anchor out, put an extra lashing around the mainsail, and settled in to wait. So far no boats had been damaged, but the waiting was agonizing.

Thank goodness WWV was right. During

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the day the skies cleared, the heavy rain squalls became less frequent, and the barometer rose a little. By mid-afternoon the VHF was quiet again. I think everyone was sleeping off the effects of nervous tension.

Through all that, our "normal" anchor rig held firmly: 3-to-1 scope in 40 feet of water, with 3/8" P/C chain and a 35-lb. CQR plow. Since we don't know anyone who didn't hold, we can't say what doesn't work. But I know we'll all keep a close eye on the weather forecast until April.

Blue Sky — Mason 43 Bob LeFevre & Cy Eaton In transit to Cabo (Modesto)

Where were you when the shit hit the fan? Well, this roving reporter was walking soberly down the northside of Shelter Island Drive in San Diego, keeping tabs on the activities of members of the yachts — Ppppppp Wwww, Rrrrrrr and Blue Sky. Three male members of the group were on the southside and I was with two lovely women on the northside.

Suddenly out of nowhere Mr. Anderson of the Harbor Police pulled up in his car. Jumping out he had Cy Eaton handcuffed and in the car within three minutes. No request for ID and no conversation. Needless to say this sudden turn of events pissed us off.

Ppppp (Ppppppp Wwww) who now had one of his supports removed, began to weave and wobble just a tad, since he had managed to imbibe just a touch too much of the fine fermentation products of both grapes and grain (he was shit-faced). Mr. Anderson took advantage of Ppppp's non-violent state, handcuffed him and poured him into the

Now if this wasn't enough, Mmmmm (*Pp-ppppp Wwww*) of fine German extraction, saw Gestapo Red and threw her gorgeous



Don Jobert and Susan Selman of Manana Express.

body at the policeman in an attempt to extract Ppppp from the car. Result — handcuffs and a rough wrestling match in which she was thrown to the ground — losing considerable tender nasal epidermis. Now with a carful they left — luck of the draw prevented the rest from being in their place.

Mmmmm and Ppppp went to detox, since Mr. Anderson made it very clear that none of the rest of us were responsible citizens. Cy, wishing to express his displeasure at an unjustified arrest, managed to shatter the entire side window of the patrol car with one swift brilliantly placed kick (he paid dearly for that).

Mmmmm and Ppppp were released and I found Ppppp the next morning trugging wearily down Shelter Island Drive. Mmmmm had to take a \$30 taxi ride from some god forsaken women's holding tank. But Cy—well, he screwed with the overgrown children that arrested him and it took two of us over ten hours from the time bail was posted to get his release.

I know it is not the job of this ever vigilant reporter following the men in goose turd green to editorialize, but I will.

The Harbor Police are generally helpful as witnessed by their courtesy at the Police dock and their prompt and efficient efforts that I personally saw in pumping a boat dry that was rapidly flooding. But Mr. Anderson should be canned. He was rude, extremely forceful and failed to even try and assess the situation.

Beware the San Diego Harbor Police. They may stop you without provocation as you walk back to your boat. If it is Mr.

Anderson, he probably won't ask you for your ID and you may find yourself instantly incarcerated.

For the majority of the police force, keep up the good work. For Mr. Anderson, a Bronx cheer!

- bob lefeure

Bob — We really do feel bad that Latitude 38 organized a cocktail gathering that ended up with so many of our friends in the pokie. But we'd said goodbye and left you folks at the Booby Trap right after Wendy (whew!) danced her last set.

Frankly we think the foundation for trouble was laid when that guy off the USS Marsinsisted we finish off those last four carafes he ordered. He was drinking with a vengeance.

(The strange spellings are intended to protect those who may not want it known that their night ended in a little tassle with police.)

Manana Express - Valiant 40 Don Jobert & Susan Selman Mexico enroute Europe (San Francisco)

When we talked with Susan in Diego she'd just finished looking at a picture of herself from three months before when she was working for the Telephone Company. "I can't believe I'm the same person," she laughes. We don't know what she looked like before, but now she looks great; radiant, happy, and healthy. And that's after taking a clobbering off Pt. Sur while coming down the coast.

Like a lot of people heading out cruising this year, this is the couple's first boat; they've only been sailing for three years. Do other cruisers know, they wonder, that the consulates for Costa Rica and Panama are located in private homes in San Diego? They are; the staffs are friendly and \$10 will get you a two year visa. They'll on their way, and in fact were most recently seen in Puerto Vallarta, rocketing south.

Cruising notes:

Even though this is the biggest issue of Latitude 38 ever, we've run way short of space for Changes in Latitudes, and will

have to run some material next month.

Who's where? Boats from Northern California we've seen out cruising (but don't know the names of the owners) include: China Lady, a Cheoy Lee 52 motorsailor, from San Francisco and seen in Cabo San Lucas. Brigadoon, a Garden 41 ketch, from San Francisco, in San Diego and Cabo San Lucas. Cresendo, a Ranger 33 from San Francisco, also in San Diego and Cabo San Lucas. Two other San Francisco boats at the San Diego police dock and presumably head south are Wind Song, a

35-ft ketch, and G.G., a 40-ft sloop.

Bob & Ginni Towle of San Francisco report that their Santana 37, **Andale** was anchored in the Mazatlan harbor together with the Mexican Around the World racer, **Sayula**. Both had their Avons stolen the same night. Dinghy theft, the folks on **Passage West** will tell you, is not just a Mexican problem. Theirs was stolen in Mariner's Cove in San Diego's Mission Bay.

Oh yes, Earl Hinz's Golden Hinde sloop, **Windtree**, from Alameda, is roaming happily around the Society Islands.

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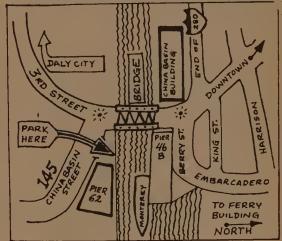


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CAL 40 AVAILABLE - CARIBBEAN Purchase, lease - option, or bareboat charter.

May-Aug. '83. (209) 723-7591.

BEST BAY BUY!

C&C 38. Make reasonable offer and you may have made the buy of your lifetime and become the proud owner of a fine, super quality yacht. Please call Eve: (415) 443-4126 or 447-9069 for details.

CAL-20

Evinrude 6, head, 2 sets sails, rails, compass, extra jackets & cushions, whisker pole, dishes & silverware, stove, berth, many, many extras. New paint on mast & boom, new curtains, stern & cabin lights. Sound, great shape. 641-0281.

32 FT. PILOTHOUE CRUISING SLOOP

By Gulf. Garden design with 3/4 keel, diesel, s.s. tanks, inside steering and autopilot. Custom teak interior w/much more. Sell or trade. (415) 897-1428.

RANGER 23'

\$14,000 takes Nani Kai, complete with red hull, tall rig, three head sails, 6 hp Evinrude, VHF, and heavy duty trailer, See Dec. Lat. 38 for article on this boat. Call Steve, (408) 429-1515 or

CAL 25 - BOB 964-4134(d), 969-1998(e)

5 jibs, 2 spinnakers, Barient 2-spd winches, k.m., traveller, jiffy reefing, 10 hp Evinrude, new bottom paint, full anchor gear, impeccably maintained, 1978 YRA champion. Excellent weekend cruiser or a proven racer. Asking 10K.

BABA 30

Exc. ready to cruise '78, US Sparcraft rigged, volvo dsl., wheel, monitor vane, tillermaster, Dodger, 5 bags, fatho, k.m.-log, VHF, windlass, masthead intl. lights/strobe, cass. stereo, inflat. San Diego berth. \$61,500. (619) 453-0337.

SANTA CRUZ 27

New boat to be finished Feb. '83. Trailer included. Blue and green stripes. Spar and rigging standard. Sails and electronics hot included. \$20,000. Call (408) 476-9127 in Santa Cruz.

AVAILABLE TO CREW

Affable perfectionist, SF Bay sailor wants more Bay/Ocean experience, weekends, some afternoons. Hardworking, dependable, willing to trade boat maintenance for above. Michael (415) 381-1798, evenings.

31' ENGLISH CRUISING YAWL

Atlantic vet Nantucket Clipper built in '71 to Lloyd's 100A1. F/G w/teak decks, alum. spars, Saab dsl., Avon Redcrest dinghy, Avon 4-man cannister liferaft, Aries vane, wheel steer'g, 11 sails, \$42,500. Jim 254-8451

SAN JUAN 24

Fully equipped for racing and cruising. All controls lead aft, 6 sails, 7 winches, VHF radio, Honda 7.5 hp O.B., trailer and many other extras. Excellent condition and appearance. (415) 837-1097.

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Must sell. Call 784-1659 days; 797-0398 eves.

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Finland's 33' sloop Targa 101 is called "Little Swan as quality, performance and comfort compare favorably. Our 1980 Targa 101 is for sale w/full VDO instrumentation, electronics, Volvo deisel, Ardic central heating, autopilot, and much more. \$55,000/offer. BERTH FOR SALE: A 36' Belvedere berth is also available. \$16,000/offer. Please call Robert (415) 388-2750 for full details.

GREAT BUY

O'Day 30 w/main, 110, 150, self furling jib, VHF, dual batteries, Yanmar 15 hp dsl., AC power, wheel steering, 42" st lewmars, compl. galley w/gas oven & many more extras. Liberal financing, \$39,500. (408) 973-1531.

CAL 3-30

Full race/cruise. New sails. Tiller mate. Coyote Point berth. \$38,500. Call (415) 941-5140.

FOR RENT - FOR SALE

Trailer for Coronado 25'. Tow your own boat to or from warmer waters. Tow your Coronado home for winter restoration work. Very reasonable rates. For more information, call (415) 829-2489.

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Repro. charts entire Pacific coast, Alaska to Panama, Hawaii, Fr. Polyn., Cooks, Tonga, Fiji, Samo, N.Z., Austr., etc. Exc. qual., re: 1/5 cost orig. Free index: Mahina Cruising Svcs. John Neal, Box 21814 Seattle 98111 (206) 784-0187

ERICSON 27

4 sails, 9.9 OB, compass, Signet D.S. & K.M., alcohol stove, sleeps 5. Sloop rigged. Jiffy reefing & has spinnaker track & bale. New dodger and covers. Santa Cruz sub-let. \$18,500 asking. (408) 476-8749 or (408) 476-2039.

YANKEE 30

Wildfire is for sale. Exc. racing & cruising record, 13 bags sails, full Signets, Loran C, 10 Lewmars, autopilot, hydraulic backstay adjuster & more. Excellent condition. \$33,000. Carl (415) 368-3002.

TRADE

Off-Road Motorcycle and Accessories. Llke new 1978 RM 400 Suzuki w/upgrades. New Hi-Point boots, 9-10, and Bell helmet, 7½, trade for: small sailing or rowing dory, winches or sailing equipment. (415) 829-2489.

15' VENTURE CAT

Good condition w/trailer. Great day sailer. \$1000. Call 593-5440 or 591-4549 after 6 pm.

RANGER 23 - OWNER FINANCING

'74 model. Extra sails, spinnaker pole. \$12,000 finance thru owner @ 12%, \$2400 down. Peninsula marina Redwood City berth. Henry Parsons (415) 376-2355 or leave message (415)

RANGER 26 #223

Evinrude 9.9 w/alternator, low hours. Custom tall black mast. New rigging. 7 sails, spinnaker w/gear. New LP painted hull. Water tank. Marine head. Anchor. Excl. race and cruise. \$15,000. (415) 854-3968.

CAPRI 25

1981 Hull #120 blue hull—tan deck. Harken, Signet, North, 4 hp Mercury. Many extras! including tandem trailer. Fresh water only. \$17,500. (916) 885-7072 days; (916) 878-0741 eves.

I WANT TO SAIL

36 y/o WF w/limited sailing experience but unlimited desire to sail. Willing to crew week-days/weekends for Bay sailing. Also willing to help with maintenance. Nancy (415) 664-7305.

SANTANA 22

Great shape, 3 sails, anchor, trailer, lifting gear, 6 hp o.b. w/tank, lifelines, compass, knotmeter, depthsounder, delta amenities, rigged for singlehanding. W (408) 554-5026, H (408) 448-1853. \$9000/offer.

ISLANDER—BAHAMA 30-FT., 1980

Volvo-Penta MD-7A dsl. w/Racor filters, main, 90% & 110% jib & Sutter radial headsdail, k.m., d.s., 50-channel marine radio, Lewmar halyard winches, ocean strobe, more. Perfect cond./1 owner. \$39,900.

John 849-3848 eves.

ALIA---FOR CHARTER/RENT/PARTNERSHIP

Etc. Exceptional 32' custom teak cutter, pacific vet, new '79, available for longterm adventure, owner open to all possible off-shore/coastal, etc. w/experience, great opp. Berkeley berth incl. Jacques (415) 548-7723.

J/24 #386

Quality East Coast boat. Limited use. Instruments, compasses, 8 sails, new bottom, trailer (will sell separately if needed), motor, etc. 892-7516.

CATALINA 25 — 1982

110, 150 Jiffy reefing, 7.5 Honda, traditional interior, pop top w/cover, 110V. Shore power, compass, adj. backstay, etc. New condition. \$16,000. (415) 824-7405.

FEMALE SAILOR SEEKS SUMMER CRUISE

High school Engl. teacher, 54, non-smoker, exper. sailor, avail. mid-June to 9/2, for offshore sailing. Will share expenses. Prefer skipper be exper. sngl. male (no unhappily marrieds, please)/female/couple. Caroline (415) 285-9217.

CATALINA 27

'77, OB w/9.9 elect. start. Traditional interior, 4 sails, extras galore, \$17,500. Additionally new Leading Edge class sails available separately, \$900. Call (707) 252-8329.

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Available for 1983 charters. Cabo San Lucas, MEXORC, Transpac & Bay Area. Category 1 equipped. Full electronics. Comlete hi-tech sail inventory. Contact (916) 758-0700 or (916) 756-8297. SWEETWATER YACHT CHARTERS

NOR'WEST 33

Yanmar 20 diesel, 3 sails, 110%, 130%. Jibs, 3 burner kero stove with oven. Much more. Maintained in bristol cond. \$50,000. Phone (707) 554-1158.

IF A FERARRI COULD FLOAT ...

. . . it would be a Moore 24. Class Champ Flying Colors, the record speaks: 1st SYRA season; 1st last 2 Metro mid-winters; 1st SFYC Invltational; 2nd Nationals, L.A. We're talking "Gold (415) 956-1542 (d) Plated"! \$22,000.

FOR SALE

Gaff rigged, St. Pierre Dory. 33'LOA, 28'LOD, 3'8" Draft, Encl. cabin. Sleeps 4. Recent haulout. Incl. 2 anchors (Danforth/Navy), alcohol stove, 20hp Merc. Longshaft w/2 tanks. San Rafael berth. \$3950. 332-2509(d); 461-4936(e).

WILDERNESS 21

Top condition. Ocean & race ready. Trailer. Owner will finance at 9-3/4%, or consider trade of auto or real estate equity. Price \$9,950. (415)

CRUISING CREW NEEDED

Leaving for Hawaii early April 83', and returning mid June 83'. Some offshore experience required. For information call evenings (415) 658-3392, ask for Richard.

WHY POSTPONE CRUISE

Until purchase 100K yacht? How about 22K? Ocean equipped improved Col-29 MK-II S/S design clean excit. RVG, S/Stng. Dodger, reinforced bow, oversize rigging, excit, engine, (415) 652-3526. teak sole, 2-boat owner.

FOR RENT — RANGER 26

Sausalito berth, Perfect condition, Share 1/2 use of sailboat with owner. Reasonable monthly rent. 668-5927.

WYLIE WABBIT 24

Boat incl. trailer, spinnaker & gear, 2hp outboard, motor bracket, boom 'crutch, genoa tracks, main & jib & more! \$8,500. Worth over \$11,000! I will even deliver! Must sell! Tom (206) 789-7090 or 522-2624.

LONG TERM LEASE AVAILABLE

Lease a new US-30, \$300 per month guarantees exclusive use of this Pier 39 berthed sloop 2 weekends and 10 weekdays per month. Sal Palma (d) (415) 953-3611; (e) (415) 755-6614.

CASH FOR EITHER:

1-Loran C set, name brand. 2-Self-steering vane for 8 ton double ender. Bob Weger, Box 31224, Honolulu, HI 96820. (808) 923-8185.

LADY CREW MATE

Single, with good disposition to 35 years, voyage from Honolulu to Mediterranean via Alaska and Panama w/40ish, good disposition man. Start 6/1. Bob Weger, Box 31224, Honolulu, HI 96820. (808) 923-8185.

YACHT SALESMAN WANTED

Yacht dealer and broker offers a good opportunity. Experience preferable, but will consider person with sail background and ambition. Great location and facilities. Call Bert at Windships Inc. 834-8232.

CLASSIC STAYSAIL SCHOONER

62', 1958, Douglas fir, cargo capacity, 85 hp diesel. All structural bulkheads, needs interior, hull & deck rechauked 1981. \$60,000. (805) 984-3186.

WINCHES

Cheoy Lee - nearly new. 2-28 self tailing; 3-23 2 speed; 1-10 single. (Sizes are Barient equivalent). Bob Cole 348-4200.

C&C 40C

Before you pay over \$100,000 for new all oceans cruising sailboat, be sure to see this completely refurbished '71 w/much more. \$89,500. For description. Wakerield, 344 Quiet Cove, Anacortes, WA 98221/(206) 293-3586

38 FT. FARALLON CLIPPER

Reblt. '81, new teak decks, rigging, f/g cabin, sails, Perkins dsl. engine, new varnish, full winter covers, shorepower, VHF, DF logmeter, d.s, exc. cond. San Rafael berth. Must sell. \$35,500. Call after 6 (415) 453-9704.

WANTED: CT 41 OR SIMILAR SIZE KETCH

Will pay cash or trade my 1979 Lancer 36 sloop with full race rig. Send details including location/price desired to Bill Warner, PO Box 8720, Stockton, CA 95208.

CAL 20

Still the best 20-ft, cruising boat ever built! This one has an exceptionally well fitted-out interior, spinnaker, VHF, fathometer, masthead tri-color running light. New keelbolts, other hull & rig reinforcing. Strong, seaworthy and fast (survived the 1982 doublehanded Farallones race). Ready to cruise the Coast. Primo berth in Berkeley Marina included. Priced for quick sale at \$4500. 540-7968 (eves).

FOR SALE

Fariman 12 hp diesel engine with hydraulic transmission. Good working condition. Call 332-8714.

1980 CATALINA 30

110, 150, Drifter, Jiffy reefed main, wheel, Dodger, VHF, DS, stereo/tape-deck, customteak interior, deluxe upholstery/cockpit cushions. Many more extras. Exc. condition. Leaving country-make offer, (408) 735-2812 (d).

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boat carpentry dry rot repair remodeling refinishing estimates traditional quality contemporary techniques FRANK SAYRE 454-9569

SANTANA 22

Hull #209, new mast with tabernacle 6 hp Johnson, 6 sails, 2 anchors, inflatable dinghy, tandem trailer, and many custom extras. Clean and in good condition. W—(408) 722-3484; H—(408) 728-1585.

41' RHODES BOUNTY II YAWL

'58, F/G, new diesel, wheel steering, 15 sails, inflable, electronics, cruise ready. \$59,000.

After 6 p.m. (415) 332-7543.

TARTAN '27

Cruise Mexico/Hawaii/Delta. Sparkman & Stephens designed sloop. Only 65 hrs. Atomic inboard. Main, 180%/110%/90% w/club, spin., D.S., K.M., log. Recent survey/bottom paint. \$22,999/b.o. (916) 393-2088.

CREW POSITION WANTED!!

To sail to Mexico, Ctrl. America & ? Ready, willing & able in early 2/83. No return date needed. 30 yrs., in excellent shape (physical & mental). Will help w/all aspects of cruising. Much bay exper., some ocean. Stan (415) 934-9330.

RAWSON 30

'66 full keel cruising sloop for Bay or world. Slps 5, 6'3" headroom. 5 salls inc. spinn. Volvo, frig, VHF, knotlog, plus lots more. Alameda berth. Excellent shape but must sell. \$27,500. (408) 738-6858.

SEEKING SKILLED SKIPPERS

Intelligent, energetic English woman new to area eager to crew. Previous race/cruise exper. England, Asia. Prefer age 34 + & stimulating conversation! Need apprentice to help w/building/maintenance? Call Jane (415) 524-8603.

JOSHUA H

Col 8.7, 3rd overall '82 singlehand Transpac w/or without Transpac gear. Vane and raft available separately. Will finance 40% down, bal. 12% 10 yrs. Call or write H.E. Upham, P.O. Box 711, San Leandro, CA 94577. (415) 351-4368

30 FT. CHINESE JUNK

Blt. of teak in '63 in Hong Kong. Good cond. & outfitted to liveaboard. Nice sunny w/large windows, enclosed aft deck, double bed. 3 masted w/outboard. Berkeley berth (415) 548-4434. \$20,000. George or call your broker.

J/24 FOR SALE

'78 East Coast built, New L.P.U. burgundy hull w/white stripe. Excellent condition w/lots of extras. 6 hp O.B. and trailer. Will consider trade/carry note. \$13,850/offer. (415) 343-4031.

ERICSON 27

Sail away for payments under \$300/mo.! Assume 10% on quality '78 sailboat w/Yanmar diesel and pedestal steering. Easy care exterior allows more sail time. Warm, inviting interior sleeps 5. \$29,500. (415) 724-7148.

HOMELITE GENERATOR

Would like to trade 2200w Homelite generator (110v) for Achilles 4 man dinghy, sailboat gear or electronics. Call (408) 257-6431 weekdays after 5 p.m.

1964 ALBERG 35 BY PEARSON

Beaut. yacht, prof. reblt. & maintained. Custom liveaboard int., overhauled eng. Recent new mast/rigging. Datamarine instruments, full cov ers, main w/jiffy reefing, club jib, genoa, spinnaker. \$45,950. 11.75 financing. 757-3621.

CREW POSITION WANTED

Hardworking, enthusiastic, novice racing sailor desires crew position for mid-winter series or bay racing. 2 years bay cruising experience. OCSC trained. Call Jeff 461-7272 (days); 922-2159 (eves).

CUSTOM 49' KETCH

Pacific vet — ready to go — hauled Sept. Refitted, lots of new gear, dsl. heater, frig., autopilot, VHF, fatho, Hond. mahog. & cedar interior, private owners aft cabin, sailing dinghy, ferro, S.F. Marina berth. 85K. (415) 346-4543.

TARTAN 27

1970 S&S design 27' yawl, F/G full keel, centerboard 3'4"/6'6", 2600 lbs. ballast, Atomic 4, sleeps 4, elec. windless, monel tanks, teak & mahog. trim, 20 gas, 30 water, auto bilge, 2 batt., lifelines, cushions, alcoh. stove, ice box, much more. S.F. West berth. \$18,500 or B.O. Leave message 897-2439.

BEAUTIFUL TWO PIECE DINGHY

F/G over wood. Last winter's 3 mo. project. Bolts in middle in seconds. Will sell for price of material alone. \$400 firm. Evenings 665-6556 (6-9 pm).

CHASE BOAT NEEDED

Freelance Photographer needs power boat and driver to photograph sailboat races beginning in April.

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Strongly built, roomy, full-keel cruiser. Well equipped and maintained. Built in 1967. \$10,750. 235-5419.

ISLANDER BAHAMA 30

1978 excellent condition. Haulout Feb. 82. Gas Atomic 4, wheel steering, VHF, alcohol Hillerange, 2 Danforth anchors, etc. Asking \$34,000. Boat is in Ventura. Call eve. (805) 525-3514, ask for Carl

DIESEL STOVE!

Like new wloven & s.s. stack, \$500. Also 4 person Nautisport rubber boat wlo.b. bracket, floor boards and oars, \$250. (415) 391-7066.

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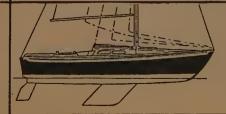
1981 Dealer Demo — new boat warrantee. 3 pages of factory options. Deal must sell this boat now! Asking \$86,900. Bring all offers.

Jack Barr Yacht Sales (415) 457-2002

The Bays newest yacht dealers are offering a number of new and used J-24's. Smoker J and others are offered race ready and very well equipped. Extras include trailers, outboards, full North inventories & more. Starting at \$14,000.

Call Mickey, Jeff or Don. (415) 522-0545





ERICSON 23

Great Bay Boat!
7 bags include spinnaker
Bargain at \$7,000
Paul Kaplan — City Yachts
(415) 567-8880

SAT NAV

Meridian by NCS. Only used 1-way to Hawaii. Worked perfectly. Same unit sells for \$2,695 at West Marine. State of art features, just read their advertisement. Priced to sell at just \$2,000. Call (408) 375-9335.

SOUTHERN CROSS 28 - '80

Documntd Dbl-ended f/g cutter. Strong fast bluwtr. yacht by C.E. Ryder, Thomas Gilmore design. Yanmar dsl, open ports, VHF, k.m./log, kero (stove/heater/lamps), comp., d.s. \$34,900. Richmond berth. Steve (916) 489-1437 after 5.

NEED FIRST MATE

For world cruising aboard my 40 ft. cutter. I'm 45 healthy, a runner, tennis player and sailor. You should be happy with an excess of energy, love adventure and have a desire to be a good sailor. Larry, 105 Blair Pl., Reno NV 89509.

HYDRAULIC ADJUSTER

For sale Stearns' Model No. 12 self contained hydraulic boom vang/backstay adjuster. Suitable for 40 to 50 foot boat, like new. \$500. (408) 683-0373; (408) 683-4202.

FOR SALE LUDERS 33

Sister to Dove, built by Allied in New York. Vessel completely upgraded from keel to masthead. For world cruising. Rig: Alspar custom made in Australia, 8 bags from storm to 150%., 13 winches, Volvo diesel MD2B, fresh water cooled, shower, hot water tank, 110V, Halon, radar, Loran, VHF, autopilot, stereo, stove, fireplace, seaswing, Zodlac, Suzuki 2 hp, 4 anchors, 200' 3/8 chain windless, roller, cover, dodger, SS BBQ, 5 pages of equipment. Offered by owner. \$51,900. (415) 530-0251.

FOR SALE — RHODES TRAVELLER 32

Cutter rig. Successful bluewater, doubleended cruiser by one of America's foremost designers. All US built, handlaid, well-equipt & maintained, documented. By Owner. \$45,900. (415) 235-7800 x.3224 days; 631-0182 eves.

HONDA 7.5 H.P. OUTBOARD

Long shaft, good condition, used as auxiliary on 26' sailboat. With 3 gal. tank, manual and many spare parts. \$475 firm. (408) 293-9660.

THE COLUMBIA 26 MK II ASSN.

Of S.F. Bay would like to express their appreciation to Latitude 38 for making us their Nov. centerfold. (God Virginia, I hope this isn't more than 40 words). Happy New Year everyone. (Now it is).

ERICSON 29 AND 27 OWNER:

Complete engine (Atomic 4) & winch spares, custom built door inserts (hahog./stained glass & plexiglass), extra fuel tank/mounts, halyard, blocks, lantern, extra canvas, Navik wind vane, etc. 372-0295 (msg.); 228-4217.

CREWING POSITIONS WANTED

Couple 30's, own Triton, dreaming of bigger boat, wish to crew on HC43 & learn bluewater sailing. Interested in talking to current/former HC'ers re: favorite seas-n-ports. Richard-Tracy, POB 45, San Anselmo 94960. (415) 459-4875.

CAL 25 — CHEAP!!!

Have 2 cars/2 kids. Don't want 2 boats. Exc. cond., fully equipt, incl. full boat cover, dodger, coleman, liferaft, ladder, VHF, 8-track, spinnaker, 3 headsails. 1st boat. Lessons available. Brickyard Cove. Asking \$8495. (415) 825-9893.

NAVIK SELF STEERING VANE

Used 1 day, custom canvas cover, \$600. Misc. gear incl. factory recommended spares kit for Atomic 4, staysail boom & hardware from Tayana 37, lanterns, blocks, etc. etc. 372-0295 (message); 228-4217.

PARADISE CAY YACHT HARBOR BERTHS

Available. 35 x 14'6" slips, 10' depth at lowtide. \$160/mo. including power & water. Call 435-1652. Ask for Tom or Barbara.

67' MAST AND SAILS

Strong aluminum double spreader rig by Super Spar, rod rigging, internal halyards, lights & wiring complete, 4 yrs. old. Lg. North inventory too. P-54', E-15', I-60', J-19'. Bill Matchett, Yacht Aleta, Svendsens boatworks Alameda 523-2580

\$35,000.00

41' wood ketch, world cruiser, 14 ton, windvane, diesel, VHF/FM/radio, 7 sails, sextant, 150 g. water & fuel, 12v/110v freezer, cooler, prop. stove/oven, 2 dingies, wood stove & more. Exc. cond. (415) 841-9139.

KNARR #124

30 ft. wooden racing boat. Built 1966. Beautiful condition. Recent survey and haul out. \$11,500. 16' rowing dory. Sliding seats. \$1500/offer. Madeline 386-2238/eves.

1976 30' CLIPPER MARINE SLOOP

New 10 hp Honda engine with alternator, new custom oak rub-rail and teak hand rails. Located Vallejo Municipal Marina. New Horizon USA, VHF radio, CB radio. \$12,500. (707) 745-8149.

4 SALE OR TRADE

80 San Juan 21, sleeps 4, main, jib, genoa, spinnaker & gear, 7.5 o.b., bow pulpit, trailer retractable keel, winches, boat cover, compass, many extras, asking \$9,500. Trade for motorhome, VW bus, etc. Frank (408) 866-8466.

DOUG PAYNE, WHERE ARE YOU?

You and your lovely wife, Connie, left and we know not of your where abouts. Chris and Mollie would like to hear from you. Those knowing of his where abouts — pass this on. Thank you.

AVON REDCREST 9 FT. INFLAT. DINGHY
3 hp long shaft Seagull outboard, new cond.
Asking \$900. 521-9209 (eves).

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1975 57' Samson marine ketch (ferro). New 85 hp Perkins. New 3KW Yanmar generator, sails include: genny, staysail, jib, main, mizzen, mizzen staysail. Also brand new main & mizzen. \$75,000.00/offer, trades considered. (415) 533-2283

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Includes precut plywood parts, sails, line, fittings and all hardware. This easy to assemble centerboard sloop sails well with two adults and is safe for children. \$995 price includes workshop space if desired.

Oceanic Society 441-5970.

FRANK OLIVEIRA

Call Before 9AM or After 6PM

(415) 388-2239

Available Seven
Days a Week

page 188



THE BAY'S NEWEST MARINA

Marina Village Yacht Harbor

195 new marina slips are now available at Marina Village Yacht Harbor located on the Alameda side of the Oakland Estuary, close to the best sailing areas of San Francisco Bay. This recently completed state-of-the-art facility features:

- concrete construction berths ranging from 28′-52′
- 30-AMP electrical service water restrooms night lighting
- fiberglass dock boxes gate security

An additional 300 marina berths are now under construction, to be completed in July, 1983. For information call the Harbormaster at (415) 521-0905.

Marina Village Yacht Harbor signals the first phase of development for Alameda's newest and finest mixed-use community with commercial, recreational and residential opportunities. For additional information, please contact Alameda Marina Village Associates at (415) 521-0904.

Exit Broadway off-ramp, Highway 17.
Follow signs to Alameda via Webster St. Tube.
Turn left onto Buena Vista Avenue and
left again onto Sherman Street
(adjacent to Buena Vista Park).
Harbormaster's office on site.





INTERNATIONAL FOLKBOAT 26'

'78 Marieholm fiberglass sloop built in Sweden. Excellent bay/offshore cruising boat w/full keel, inboard diesel, VHF, dual batteries, lifelines, dodger, upwind Berkeley berth. David 724-3994. \$21,000. Must sell.

MODIFIED ATKINS INGRID CUSTOM BLT.

F/G hull, loaded w/electronics, cruzing gear, Monitor windvane, quality teak, interior, exterior, 25% below mkt. value, several options to buy. End tie, E Dock, Brickyard Cove, Pt. Richmond, (408) 458-1209; (408) 436-6567.

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Burns pilothouse ketch from New Zealand. Highest quality timbers, fastenings. 45'x13'6"x 6'6". 100 hp diesel. Large aft cabin. All cruising gear. A substantial, beautiful boat, only 8 years old. Contact owner thru Peter (415) 652-2286.

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TUSH

Columbia 26 Mark II, 1972. Region. champ '80, '81, '82. Nat'l champ '82. Pineapple sails, full canvas, k.m., d.s., compass, stereo, c.b., Honda 71/2 hp ob. Exc. condition. \$13,950. Wk.: (415) 835-4833; Hm.: (415) 848-1571.

SEA JAY ELLIOT 4-MAN LIFE RAFT

W/ocean emergency pack and inflatable mattress. 21/2 years old, never used, never stored outside. Have mfrs. certificate. Sells new for \$2,500. Make offer. Phone (415) 654-1926.

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Pineapple 110, 130, main and spinnaker plus Lee 150. The warmth of wood, carpeting, new nylong cushions and stereo. Dodger. Alameda berth. \$25,500. Call 837-3592.

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Nine bags of sails, triple reef main outboard, Signet instruments. Good condition and recent haulout. \$30,000/Make offer. 434-0553 days; 526-4015 nites.

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New mast, stays, Pineapplè sails, Stockton self-tacking jib, roller furling jib, genoa, slab reefing, recent LPU paint, 6 hp Evinrude. Anchors, compass, etc. Fast keel boat in super condition. \$7600/B.O. (415) 532-1626.

22 VIEW ACRES

Located near Gilroy, California. Valued at \$150,000. Will take a fiberglass sailboat as part payment. Flexible owner financing on balance. Call evenings or weekends (408) 395-3325.

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Fully equipt cruising for 6. Hot/cold press. water, head w/shower, heater, stove, inboard, vhf, shore power, knotmeter, depthsounder, compass. \$150/day, \$300 any three days, \$450/week. 397-2294 days, 585-6907 nights.

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NEWPORT 30

Ready to race or cruise. In excellent condition with lots of extras for YRA racing or the delta. Call Jim Lindsey, 654-8570.

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Learn practical navigation from Solo TransPac skipper Mike Pyzel. Easy to follow home study course contains eight comprehensive & enjoyable charting lessons. Satisfaction guaranteed. Write or call for brochure. PYZEL NAVIGATION, 86 Olive Mill Rd., Santa Barbara, CA 93108 (805) 969-4195 (24 hrs)

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EXPLORE THE WORLD

As Female Crewmembers on one to 1½ year sailing cruise aboard the 33' sloop *Wanderon*, leaving some time in April. Call (707) 485-7209 or write 'Sailcrew', Box 144, Ukiah, CA 95482.

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1976 excellent, inboard, slps 7, 3 sails, self tailers, DS, gages, extras, VHF, asking \$18,500 or trade up and cash for Catalina 30 or Newport 30. Larry (415) 592-1857(e) or (415) 857-2091(d).

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White Line - 7. 2 sets only worn eight times. Adult sizes small and medium. \$175 each. (415) 595-4760.

MODIFIED H-28 KETCH

30' wood classic, circumnavigator, decked over cockpit, recent complete refit including \$10,000 in new gear, sails, engine. \$30,000 or will trade for larger boat. (707) 964-4048.

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My 50K equity in a beautiful home ½ hour from Portland, Ore., for a 35 ft. up sailing coastal cruiser to 100K boat value. Call (209) 477-2671 Mr. Backer.

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1980 National champ, 7 new sails 1981, full boat cover, digital knotmeter and fatho w/TH alarm, trail rite trailer, all lines lead to cockpit. Free delivery. Call Bob (619) 226-7943, (619) 223-5321.

MOORE 24

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Very sturdy, exc. cond. New sails, rigging & sheets, 3 hp Seagull. Sleeps 3 comfortably, ideal for Bay sailing. English fiberglass design. Asking \$5,500. Offer. 846-3941.

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Sturdy f.g. sloop, VHF, fathometer, compass, 15 hp Evinrude, 2 jibs, jiffy reefing, Barient winches, Danforth anchor w/plenty rode & chain, fenders, extra line & more! 30' berth in S.F. west marina. \$18,500. (415) 359-3957.

LEASE — CATALINA 27

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Reliable Skipper/mate with over 20,000 miles logged, available for long/short haul deliveries. References, bondable. Competitive rates. Douglas Miller, 2345 Washington St. #302, San Francisco, Ca. 94115 (415) 921-5914; 447-9162.

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ERICKSON 23 FOR SALE — SALVAGE

Sailboat needs reglass after being beached near wharf on sand at Santa Cruz boardwalk. Teak hatch, sink/ice box pedestal, toilet, good condition. Includes new tandem trailer. \$7300. P.O. Box 60746, Sunnyvale, CA 94088.

DIESEL ENGINE FOR SALE

Yanmar YSM-12, 12 hp. Needs some work. \$750.00 includes service manual. (415) 592-2121 Art Freeman.

1980 CATALINA 27'

Exc. cond., D/S, VHF, RDF, compass, 4 sails, jiffy reefing, vang, full sail/wind/instr. covers, Atomic dsl. i.b., dual batt. syst., 110V, slps 6, recent haulout. 5K into existing loan/\$25,000/prtnrshp w/S.Cruz berth. Gene (408) 998-0252

70' HOT AIR BALLOON

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52' wooden cutter hull, balasted, deck beams, engine bed, 60 hp diesel (new), stainless rigging, thru hull fittings, sitka spruce for mast & boom ... and other parts ... all for \$20,000 includ. 58x29 bldg. in S.F. (209) 293-7272.

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Looking for sponsors & race support!! 54 yr. old 50' gaff ketch *Felicidad* will be sailing in Ancient Mariners San Diego-Maui race 6/6/83. We need sponsors & help in prep. Crew positions possible. Jergen or Mark 457-3609.

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110, 150, Drifter, Jiffy reefed main, wheel, Dodger, VHF, DS, stereo, tape-deck, custom teak interior, deluxe upholstery & cockpit dushions. Many more extras. Exc. condition. Leav'g country-make offer. (408) 735-2812 days.

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Masthead alum. rig, self-bailing cockpit, 5 sails (spin.), Hasler self-steering gear, Seagull, galley, Barients, lots of stowage & misc. gear. Very sound hull, \$7,000/offer. Eric (408) 255-0900 x.2842 days; (408) 286-6930 eves.

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Male friend/buddy/sailor/love (w/boat) for Bay/Delta coastal cruising, etc. ... by fun female, 48. Call 'Chevy' at (415) 499-1905.

HAWKFARM - COURAGEOUS

This 28' F/G one design racer/cruiser must be sold! (have 2 boats). 8 bags sails, ready to race/cruise, 2nd pl. singlehanded Transpac. \$25,000 or B/O. Call 388-6167 after 6 p.m.

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Presently renting a sailboat, would like to rent a liveaboard motor yacht or motor sailer. No desire to take it out without the owner. Will pay up to \$1,000/mo. North Bay berth. T. Collopy, M.D., 2023 Vale Rd., Ste. 115, San Pablo, CA.

RAWSON 30

Bristol cond. Originally Ron Rawson's personal boat, blt. for '64 boat show season. Entire boat restored to better-than-new cond. Perfect for liveaboard/long weekend crulsing. Ready to board. John Bertrand (415) 521-7727.

27' CATALINA

We are offering this boat at \$13,500. She is clean & well equipped. Financing avail. plus she is fully insured for '83. Berth included. Call (415) 347-8734 or (415) 571-8867 for more information.

NEW CLASSIFIED ADVERTISING DEADLINE: 20th OF THE MONTH

PRIOR TO PUBLICATION

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Rebuilt in '82: new keel, Imron paint, nonskid deck, motor, interior. New salls '81. \$4000 cash or trade & take over pymnts. of \$213/mo. 25'4"; beam 10'; LWL 21'; disp. 3600#; ballast 1690#; draft 5'. 521-8631 (d); 841-9900 (e). Ask for Rich.

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'42 DeHavilland Tiger Moth Bi-plane. Excellent condition, recently restored. New prop & tires, always hangared. Owned by commercial pilot, will teach to fly as part of trade. (415) 332-4843; (707) 944-8291.

WINDROSE 26

Change of plans forces sale of this new 1983 liveaboard comfortable yacht. Fixed keel, trailerable, 6'2" headroom. Replacement \$25,000. Will sell for \$20,000 including trailer. (916)

PUFFIN - 26' VASHON ISLAND CUTTER

"Puffin" Is 2nd or 3rd "Vashon Island Cutters" built '67 at Kelong Boatyard in Talwan. Cypress planking (very rot resistant), Iroko frames, S/S fastened, teak decks/house, spruce spars, iron keel, Volvo dsl. 2 So. Pacific cruises: S.F.-Tahihi, San Diego-New Zealand. Exc. cond., well equipt, spacious inter., ideal crulsing boat for 2-3. Haulout 7/82. 37' LOA 26' LOD, 9'5" beam, 5'10" draft, 6'3" headroom. Similar to "Seraffyn" but larger. Interior incomplete. 35K. (415) 388-1669.

FOR SALE

El Toro, plywood hull, complete, ready to sail, \$400 or b.o. For Cal 2-27, 150% Mylar genoa, new condition. Torn one panel leech luff tapes. Sail repairable. Sold as is where is, \$200 or b.o. 524-5395 Bruce.

RANGER 23

10 bags sails/5 Pineapple-All new. Cust. boom & mast, all internal Hal Schaffer ballbear hardware, strobe, H shoe, LP paint, new bottom, VHF, speedo, comp, Head foil II. All above new. Much more. \$16,750, Shamrock, 897-8144.

FOR SALE

Morris Marine 'Navigator' gas engine 22hp electric handstart shaft, prop, manual, some spares, needs some work. \$250/B.O. Wanted: 6'6" shaft 1-1/8" & 3 bladed RH prop 18" dia. 13-14 pitch for 1-1/8" shaft. (408) 263-4499.

SAIL S.F. BAY FOR LESS

Time share well equipped, Oakland Estuary berthed, Ericson 27. Inboard diesel, D/S, K/M, VHF, stereo, and 3 headsails. \$975/year plus deposit. (415) 339-2838.

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Industrious, philanthropic, clever, reasonably attractive seeks interesting woman for shortnotice daysailing, etc., as appropriate. Further seeks defunct British Seagull o.b. w/good block to cannibalize. Alan 527-7383.

SANTANA 35

'79 in beautifully maintained cond. Hydraulic vang & backstay, Kenyon digital k.m., Boston whaler inflatable, VHF, and much, much more. Anxious \$53,000. Bob (714) 737-1234 days; (714) 737-7902 evenings.

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For sale—Caballero with floatation used less than 12x's. Race rigged with wood mast and Jotz sail. \$1000. Call Bill 752-9725.

A CHOICE CHEOY LEE DEAL

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WESTERBEKE 4-107 DIESEL

1:1 gear. Leaks oil. Still in our boat so you can hear it run, \$450. Also: RVG wind vane, basket case, \$150. P.O. Box 546, Palo Alto, 94302. Phone (415) 857-3202 days.

ISLANDER BAHAMA 24

Fully equip. Bay cruiser/racer. Clean, wood int., full galley, sleeps 4. Self-tending club & 115 jibs, 6 hp Evinrude, bow-stern pulpits, lifelines, VHF, inflat., anchor & more! Vallejo marina, dock D. \$5,100. (707) 526-2615 (e).

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The Japanese edition of the Cultivate Understanding poster "San Francisco Bay From Space" (see p. 51, Dec. '82 LAT 38) now available. Same price as English, but rarer and more transportive. \$10 ea, mailorder (3 for \$25). C/U, 2490 Channing Way, #503, Berkeley, CA 94703. Phone Info: (415) 540-6345. Specify version!

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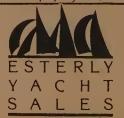
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Size	Boat Make	Yr.	Туре	Const	Price	33'	Ranger	'70	slp	F/G	\$ 49,950	41' 4	Gulfstar	'74	slp	F/G	\$ 89,750
23'	Cstm P.H.	'82		Wd	\$ 25,000	35'	Cheoy Lee	'35	slp	F/G	\$ 79,500	42'	Westsail	¹76	ket	F/G	\$150,000
24'	San Juan	'74	slp	F/G	\$ 14,900	35'	Ericson	'70	slp	F/G	\$ 44,500	43'	Endeavor	'80	ket	F/G	\$169,500
25'	Santana	'73	slp	F/G	\$ 12,900	35'	Ericson	'77	slp	F/G	\$ 54,500	44'	Gulfstar	'81	slp	F/G	\$172,500
27'	Ericson	'72	slp	F/G	\$ 18,500	35'	Magellan	'65	slp	Wd	\$ 49,500	44'	Peterson	'75	slp	F/G	\$117,500
27'	Catalina	'78	slp	F/G	\$ 22,500	35'	Pearson	'69	slp	F/G	\$ 54,900	44'	Swan Nautor	'79	slp	F/G	\$256,000
29'	Columbia	'62	slp	F/G	- \$ 17,500	36'	Hunter	'81	slp	F/G	\$ 66,000	45'	C/L	'80	ket	F/G	\$120,000
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30'	Bristol	'73	slp	F/G	\$ 31,500	38'	DownEast	'75	cttr	F/G	\$ 84,790	50'	Gulfstar	'77	ket	F/G	\$150,000
30'	Custom	'81	slp	Wd	\$ 38,000	38'	DownEast	'75	cttr	F/G	\$ 79,000	50'	Gulfstar	'80	ket	F/G	\$190,000
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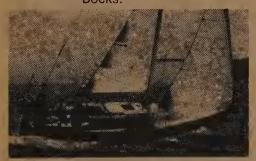
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25' TANZER 7.5	
25' PETERSON 2-25 full race	
25' FOLKBOAT-BORRESON	
25'6'' FRIENDSHIP SCHOONER	
26' COLUMBIA 26 MK I	
26' COLUMBIA 26	
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29' ISLANDER, '76. Very clean. \$20,500.

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30' ERICSON racing sloop2 from 27,000
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30' RAWSON, diesel sloop26,200
30' AMERICAN sloop, Nichols design16,500
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33' WINDWARD 3323,500
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36' LANCER, diesel sloop
37' FORMOSA ovenseas, diesel ketch55,000
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39' IRWIN CITATION F/G, diesel69,950
39' CAL 39, diesel sloop88,000
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40' MARCONI Dsl. Aux. trunk cabin ketch65,000
40' CHEOY LEE OS yawl, diesel89,500
40' BLOCK ISLAND CUTTER, sloop rig, dsl30,000
40' PIVER aft cabin VICTRESS, '79 dsl ketch90,000
40' BOYD & YOUNG center cockpit dsl sloop35,000
41' FORMOSA ketch
41' GULFSTAR 41, center ckpt sloop, dsl89,500
41' MORGAN, aft cabin, sloop, diesel97,000 41' CT 41' auxiliary, ketch, diesel97,500
43' WESTSAIL, diesel ketch
44' RHODES MOTORSAILER, twin diesel140,000
45' EXPLORER 45 MK II center cockpit 105,500
45' LITTLE HARBOR diesel centerboard yawl.110,000
46' FORMOSA Dsl. center cockpit cutter122,000
46' LIDO CENTER COCKPIT yawl, diesel69,500
47' OLYMPIC O/S cruiser, diesel ketch145,000
48' EXPLORER
50' FORCE 50 PILOTHOUSE diesel ketch159,500
51' FORMOSA PILOTHOUSE ketch, diesel 156,500
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